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The Worcester magazine

Worcester (Mass.). Board of
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The WORCESTER MAGAZINE Illustrated

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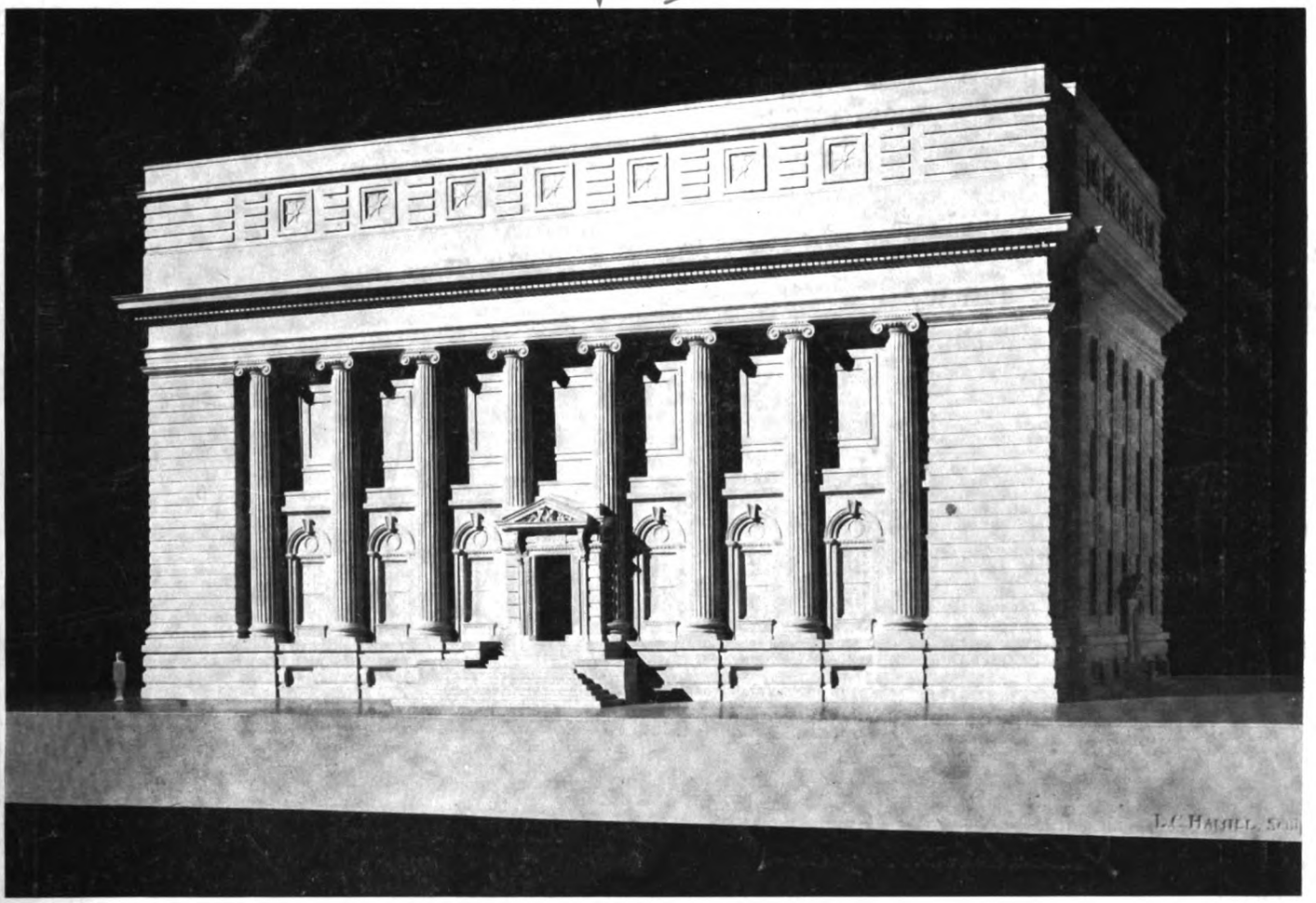

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JANUARY, 1912

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Gift of
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The WORCESTER MAGAZINE

Worcester's New Year Gift to Commercialism

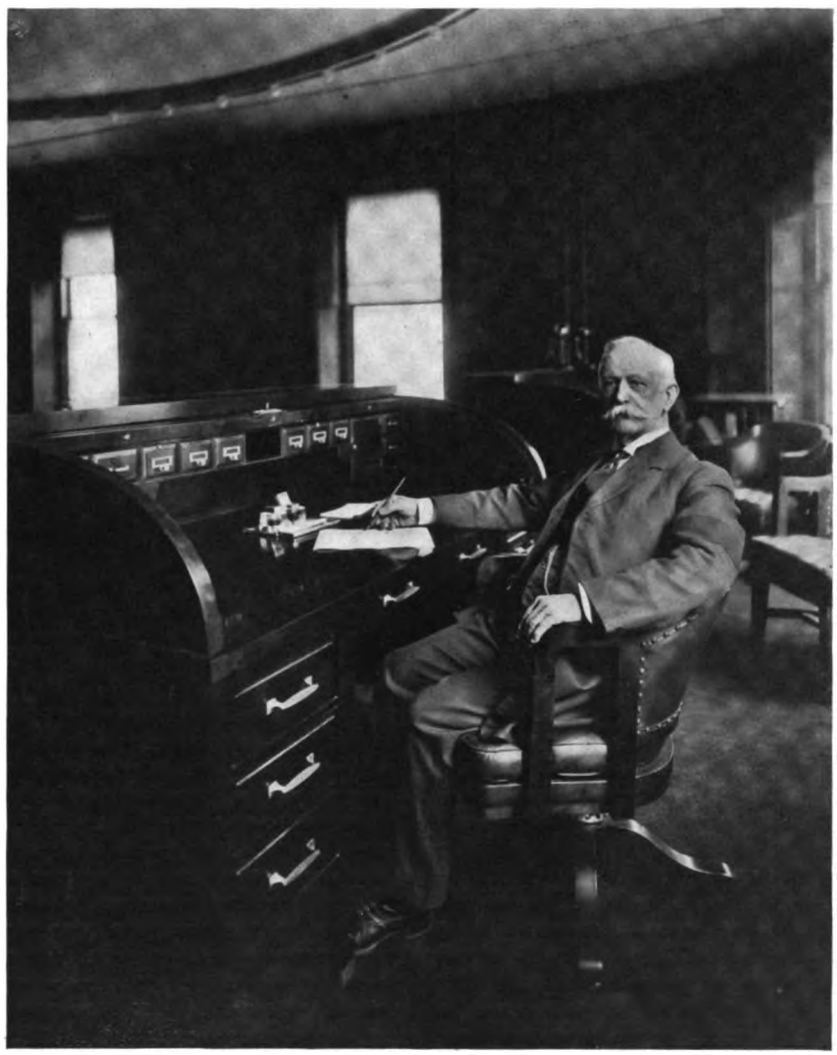
The Handsomest and Most Modern Quarters Possessed by any Business Body In This Country, Occupied January 1 by the Worcester Board of Trade After Months of Preparation—A Glimpse At the Early Days and a Description of the Rooms

By The Secretary

THE cornerstone of the Worcester Board of Trade was laid almost forty years ago, the first meeting for the purpose of discussing the formation of such an organization being held Dec. 15, 1873, when a group of business men met at the Bay State House and formed what was then known as the Worcester Business Exchange. At this preliminary meeting were: Hon. Edward L. Davis, the mayor-elect; Louis Barnard, George M. Rice, A. D. Warren, O. L. Hatch, Sumner Pratt, E. H. Knowlton, C. B. Pratt, G. Henry Whitcomb, T. W. Wellington, Jerome Marble, Jerome Wheelock and some others.

A. D. Warren called the meeting to order. Hon. Edward L. Davis was elected chairman, and E. H. Knowlton secretary.

The commercial movement at that time was very largely in its infancy in New England. New Haven, Conn., and Boston both had commercial organizations of considerable size and importance, but outside of these two cities there was very little doing in that direction in this section of the country. The Boston, Barre & Gardner R. R. had just been constructed; Worcester had a population of a little rising 42,000 and was already beginning to be recognized as a prosperous, growing, industrial centre, with a good, if not brilliant outlook. The pioneers of '73 were skeptical as to the future of such an organization in Worcester. It was pointed out that an attempt had been made to get the business men of this city together some years previous and the effort had proved disastrous.



Edward M. Woodward
President Worcester Board of Trade

However, on Jan. 2, 1874, practically thirty-eight years ago to a day that the present quarters were dedicated, the business men of this city met in Washburn Hall and with Hon. George M. Rice in the chair voted to unite in a permanent organization with a constitution whose preamble gave as the reason for the formation of the association the desire to promote the business interests of the city of Worcester and to secure the advantages which the city offers to trade and manufactures, as well as to cultivate

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1789-37

DIRECTORS' ROOM

a more intimate and friendly acquaintance among the business men of the city.

In taking the chair Mr. Rice said, "Other interests in this city have their organizations, the professions of law and medicine have their associations, and it is time that the department of trade and agriculture has an organization of its own. The contemplated action is not undertaken in the interest of any individual or of any number of individuals, but of the whole city. It is an institution which is needed and which must be made a success." He thought that the idea of furnishing some recreation to the members should be incorporated into the plan of the organization. But this is only a minor consideration, the object is that this institution shall become a power of good in the city.

"One great need of Worcester," he said, "is cheap fuel and a combined effort by the citizens will secure it. Another thing during the past few years, many manufacturers have gone away from the city and no effort has been made to retain them. Two new branches of industry ought to be established here. Those for the manufacture of locomotives and the manufacture of cotton machinery."

Although thirty-eight years have elapsed since this speech of Mr. Rice's it is no bad thing to recall its tenor at this time. Much of it is apropos to-day, particularly his assertion that the chief object of the organization is that it shall become a power for good.

At this meeting of Jan. 2, a constitution containing fourteen articles was adopted on motion of Charles G. Whiting, and C. H. Fitch was appointed chairman of a committee to bring in a list of officers. His associates were: Sumner Pratt, A. D. Warren, E. T. Marble, Lucius J. Knowles, Jerome Wheelock, T. W. Wellington, E. R. Fiske and G. L. Newton. This committee brought in the following names: President, Philip J. Moen; vice-presidents, L. J. Knowles, Louis Barnard and George M. Rice; treasurer, Charles B. Whiting; directors, Sumner Pratt, T. W. Wellington, E. L. Davis, George M. Rice, Jerome Wheelock, A. D. Warren, L. W. Pond, E. T. Marble, Edwin Sargent, Edward R. Fiske, Charles H. Fitch, J. H. Walker, John D. Chollar, George L. Newton, John Dean, John D. Washburn, L. M. Richardson, Mowry Lapham, Addison Palmer, Charles H. Smith and Samuel Woodward.

Rooms on Pearl Street were formally opened March 3, 1874. There was considerable discussion about this matter of rooms, there being quite a number of mem-

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bers who favored securing rooms on Main Street, and at least one man was impressed with the advantages of Mechanic Street. At a meeting held Jan. 24, 1874, on an informal ballot eight votes were cast for the Main Street rooms, eleven for the Pearl Street rooms and one for rooms on Mechanic Street. Jerome Wheelock then moved that the organization hire the Pearl Street rooms, but on a ballot being taken it appeared that but twelve had voted, eight in favor and four opposed. After a lengthy discussion it was finally voted unanimously to hire the Pearl Street quarters.

The grand opening meeting, as it was called, or the dedication, as we should call it, was held at the Bay State House, March 3, 1874, when the divine blessing was invoked by G. W. Phillips, pastor of Plymouth Church, after which a substantial dinner was served to nearly three hundred persons. An address was made by Mayor Davis; Hon. George B. Loring of Salem, president of the State Senate; Hon. George F. Verry; Hon. John D. Washburn; Hon. W. W. Rice; Hon. Henry Chapin and others spoke.

Mr. Verry, in the course of his remarks, called the attention of those present to the fact that there are always pending questions of public policy and public welfare on which this organization can express its opinions and make those opinions felt. In cases of public peril or danger or in cases where we desire to extend material aid or words of sympathy to other cities this organization can and will be the appropriate medium of communication. Legislation, too, often requires the advice, counsel or remonstrance from such a body of men, who from their standpoint see the effect of proposed measures better and clearer than the legislators can and through this organization can express the opinion, the average opinion, of the business men of Worcester in a manner not to be mistaken and not likely to be disregarded.

HERBERT N. DAVISON
Secretary Worcester Board of Trade

"Home questions of the construction of new lines of railroads may well find here a just consideration and recognition," he declared. "The interest of the whole city in integrity, honor, industry and growth is to be intrusted in a great measure to this organization, and not only for Worcester but for Worcester County is it to watch, careful that no restless or ambitious spirits succeed in attempts to divide the latter or deplete the former.

"If this organization is to be this active, aggressive agent it must be wakeful and vigilant. It can be an instrument and a power of good, but it can only be so by its members' taking a daily interest in greeting other business men, consulting on matters of local or public business and in cultivating a broader field of social life and mutual manly friendship, learning to know and to appreciate each other better, wearing off prejudices and dislikes in the clearer light of personal contact."

In this world the lips that uttered these words will no more be heard, either in admonition or prophesy, but he being dead yet speaketh, and to-day, thirty-eight years afterwards, no finer description can be given of the highest aim of a commercial organization, conducted along right lines, than were uttered in this speech at the very inception of the movement which has now blossomed into such splendid fruition.

At a meeting of the Exchange, held Nov. 13, 1874, Mr. A. D. Warren moved that the name of Business Exchange be changed to Board of Trade. Mr. Jerome Wheelock opposed the change asking what benefit would be derived from a change of name. And Mr. Edward L. Davis moved that the matter be laid on the table in order that the members might have more time to consider this thing. At this same meeting Mr. Warren moved that the entrance fee be $10 and that the annual assessment be $10, the original admission fee being $5 and the annual fee being $3. Mr. Warren declared that we must have more money to carry on the business of the organization successfully. Jerome Wheelock seconding the motion said that he believed the dues should have been $15 or $20. Mr. Wheelock added that it was humiliating to have to ask for subscriptions for a business man's organization. He said he did not want "to be buttonholing men on the street asking for money; it was played out and he wanted the fees put high enough to be able to pay the bills." One member declared that it was better to have 500 members at $5 each than 100 at $10 each.

Another member declared that he had favored a guarantee fund from the start, because he had felt from the first that the body could not get along with a $5 assessment. At this meeting it was voted to petition the city government to extend invitations to the city government of Portland to visit this city on the opening of the Worcester, Nashua & Portland R. R.

At an adjourned meeting held Nov. 20 it was formally voted to change the name to the Worcester Board of Trade, and on May 14, 1875, the Board was legally incorporated by the State of Massachusetts and empowered to hold property not exceeding $10,000 in value. As an indication of the way in which history repeats itself the records state that at the meeting held April 30, 1875, the principal item of business was the discussion of the question, "Does the city of Worcester need or require an additional supply of water, and if so from what source shall it be obtained?"

In February, 1877, new rooms in Taylor's Building, where John C. MacInnes is now located, were formerly dedicated, an address being delivered by Lieutenant-governor Knight. The Board continued its activities until Friday, March 19, 1880, when it went into innocuous desuetude lying dormant until Oct. 7, 1891, when

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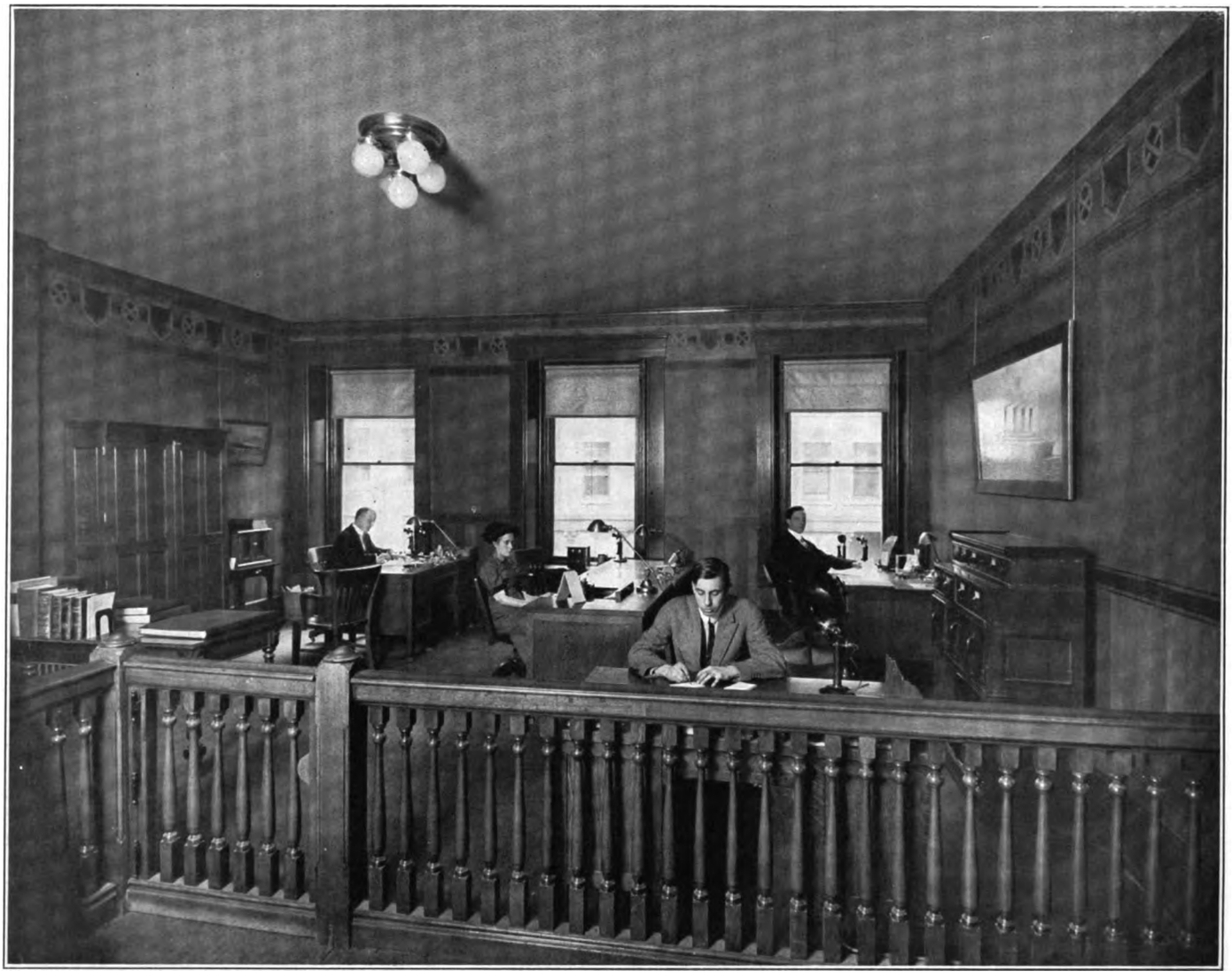

General Office

it was revived as a result of a call sent out by Hon. J. H. Walker, who appears in the record as president. The presidents, under the old order, were: Philip J. Moen, 1874; Sumner Pratt, 1875; L. J. Knowles, 1876-7; Joseph H. Walker, 1878. Mr. Walker continued as president until the new organization was formed in 1891, when Mr. C. Henry Hutchins was elected to take his place. Some 327 gentlemen comprised the new Board of Trade, including Francis A. Harrington, William Hart, James Logan, F. E. Reed, M. J. Whittall, Charles F. Marble, L. N. Kinnicutt, W. H. Sawyer, Walker Armington, J. R. Torrey, L. H. Torrey, Samuel E. Winslow, W. W. Johnson, Henry E. Smith, F. S. Blanchard, C. G. Washburn, E. T. Smith, James E. Stewart, Edwin P. Curtis, W. A. Lytle, George A. Park, George L. Brownell, Henry S. Pratt, Henry F. Harris, Francis H. Dewey, Thomas Barrett, William Woodward, Edgar Reed, F. P. Knowles, James W. Hunt, W. H. Blodget, George C. Whitney, W. D. Ross, A. S. Lowell, Richard Healy, Oliver B. Wood, Thomas J. Sawyer, Willis E. Sibley, A. H. Mirick, Webster Thayer, Henry Brannon, Milton P. Higgins, Lyman F. Gordon, Roger F. Upham, Julian F. Bigelow, Rufus B. Fowler, George H. Coates, S. Hamilton Coe, John C. MacInnes, Daniel F. Gay, George C. Dewey, Irving E. Comins, G. Stanley Hall, Arthur M. Stone, C. Henry Hutchins. These gentlemen can justly be regarded as "The Old Guard." Through fair weather and foul, good report and ill they have stood by the Board of Trade, and what it is to-day is largely due to their loyalty, enthusiasm and unfaltering support.

The upper story of the Worcester National Bank Block, on Foster Street, which had been occupied by the Natural History Society, was taken over by the Board, and it entered on its second continuous period of growth. The Board continued to occupy these rooms in the third story until 1898, when the office quarters were transferred to the story below. For the last thirteen years these rooms with the hall on the third floor have been the official home of the Worcester Board of Trade.

During this time all the great growth in Worcester's industrial life has been reflected from this point, and for months the pressure upon these quarters has been so great that the office force now largely increased, has despaired of meeting the demands made upon it.

Cribbed, cabined and confined in two rooms which have also been shared by the Merchants Association, now grown to be a lusty infant of more than 300 mem-

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bers, the organization has struggled to rise above a tidal wave of correspondence and literature from the four quarters of the earth, which every day threatened to engulf it.

The situation was still further complicated by the necessity each month of providing at this point all the material for the *Worcester Magazine*, the official publication of the Board, which has now come to be regarded as the standard journal of its kind in the world.

Realizing the necessity for some expansion the directors more than a year ago began looking about for new quarters, and under the enthusiastic leadership of a special committee headed by Charles E. Hildreth, they investigated all the sites available for building purposes, with the idea of erecting a Board of Trade building. It was soon found, however, that the cost of such a structure at any desirable, centrally located point would be practically prohibitive, the money involved rising from $500,000 to $1,000,000. There was a feeling on the part of many of the members that it would be in keeping with the modern theory of commercial organization work to have a restaurant attached, with billiard and card rooms and other social features, but as the clubs and hotels of the city seemed to satisfy the existing demand in this direction it was finally determined to lease the entire upper portion of the Worcester National Bank Block and to fit it up solely for business purposes. Accordingly, a lease was drawn up with the Worcester National Bank for a period of three years. The bank kindly consented to make the repairs and improvements necessary and last August the work of thoroughly renovating the building was entered upon.

After months of effort lasting continuously from last August the completed quarters have finally been made ready for occupancy and use. And it is believed that they comprise as practical and as handsome a set of business offices as are possessed by any commercial organization in the United States.

The rooms occupied by the Board of Trade consist of a general office for the office force, a directors' room, which will also be utilized by the president and secretary for a private office, a library, two committee rooms, a locker room and the hall, which is capable of seating 250 persons.

At a meeting of the Executive Committee, Thursday evening, June 15, 1911, it was voted that the recommendation of the Rooms Committee that the entire upper portion of the Worcester National Bank Build-

Office of Worcester Merchants Association

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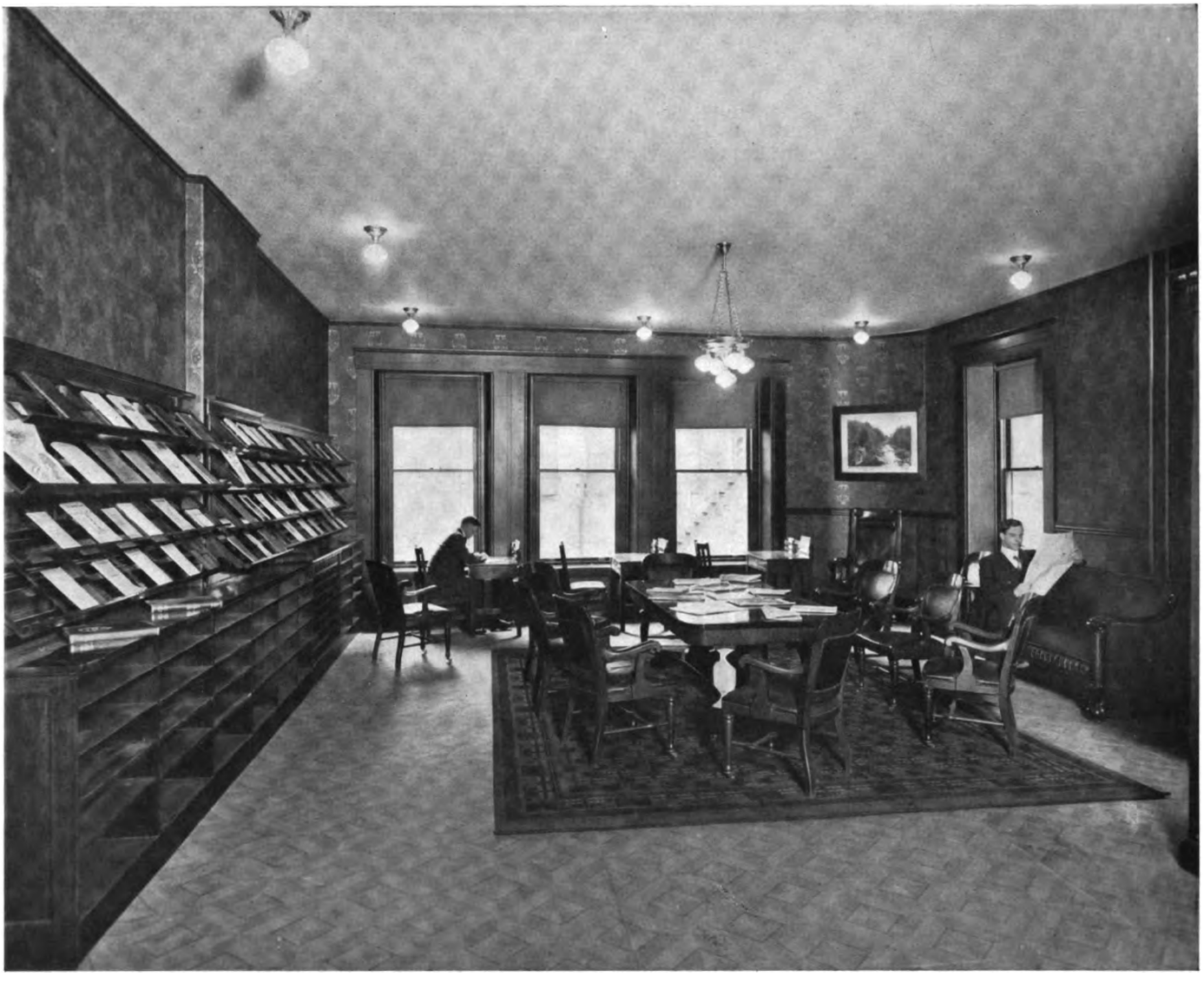
ing be leased by the Worcester Board of Trade, be adopted.

At a meeting of the Executive Committee, Friday evening, July 28, following, it was voted that the corner room on the second floor be leased to the Merchants Association for their headquarters.

At a meeting, August 14, of the joint Executive Committee and Committee on Rooms samples of papers for decorating the several rooms furnished by the Allen-Higgins Wall Paper Company and approved by the National Bank were submitted and proved acceptable. Mr. Edwin E. Dodge of the Dodge Furniture Co. exhibited catalogues and gave prices for the directors' room furnishings, the same to be of solid mahogany and including a directors' table 12 feet long and 4 feet wide. It was voted to purchase 66-inch mahogany roll top desks of sanitary design from the Cutler Desk Co. of Buffalo, for the president and secretary, Mr. Dodge to act as agent for the Board in the purchase of the same and to be paid a commission for his services.

It was voted that the purchase of the furniture for the remaining apartments, four in number besides the hall, be left with a sub-committee consisting of the president, Edward M. Woodward, the vice-president, Albert H. Inman and the secretary. The furniture was subsequently purchased largely by Mr. Dodge, under the same terms as that obtaining in the matter of the desks, and the arrangements as thus carried out give the Board exceptionally fine values at lowest possible figures. Mr. Dodge is to be commended for the excellent way in which he handled the several transactions involved. The work could not have been done better.



LIBRARY

The repairs upon the premises were entered upon late in August, and for four months they have been prosecuted with vigor. New partitions have been built, new floors laid, a new locker room constructed, doors cut through the walls and new windows installed.

The task has proven an Herculean one. The bank building was built in the old days when buildings were built upon honor and the walls were almost as impregnable as Gibraltar. Among the other improvements a private branch telephone exchange has been installed in

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the building, with eight stations and three trunk lines connecting with the central exchange, and it took practically a month to install the wiring for this one detail alone. A soundproof telephone booth with an automatic electric lighting device is one feature of this service that will be greatly appreciated by all the members, and has been of great service already to the employees. The telephone is an indispensable adjunct to any modern business office, and the demands made upon the tele-

and carried out by the Delta Electric Co. They built for the directors' room an oval carrying thirty-two 25-Watt Tungstens, surrounding an electrolier containing five 40-Watt Tungstens, giving a total illuminating capacity in this one room of a thousand watts, making it the most brilliantly illuminated room in Worcester and one of the most brilliantly illuminated in the United States. Artistic and effective lighting schemes have been worked out in the other apartments, and the whole ar-

ASSEMBLY HALL

phone system at various times in the year by this Board are of the heaviest possible type. The Board is under great obligation to the district manager, Mr. Clarence J. Abbott, and his very able assistant, Mr. Edward Shattuck, Jr., who is in charge of the Worcester office, for the thorough, workmanlike manner in which they discharged their duties. Both gentlemen are members of the Board, and no work ever done by the New England Telephone and Telegraph Company has had more care and thought expended upon it than was devoted to the installation of this telephone system.

Another piece of work reflecting great credit upon the men having it in charge was the lighting system devised

rangement gives the Board a maximum of light at a minimum cost. The result not only provides the Board with a modern system of lighting but reflects the utmost credit on the installing company, for they worked under numberless handicaps. They absolutely buried every wire, and they gave the organization as satisfactory and effective results as could be possibly produced.

No small measure of the attractiveness which all agree characterizes the rooms is due to the artistic and beautiful paper on the walls. This all came from the Allen-Higgins Wall Paper Co., and whether it be the superb Etruscan Art Papers on the walls of the directors' room or the plain crash on the locker room each has an

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individuality and a character that makes the apartment it adorns rememberable. In the directors' room and the library the papers shown are making here their premier appearance. Both designs represent the last word in artistic wall effects, and the compositions utilized and the colorings secured are so noticeable as to arrest attention. These papers were put on the market this fall, and these were the first walls on which they were ever shown. The color scheme throughout the offices was planned by Mr. Frederick Staib, vice-president of the Allen-Higgins Wall Paper Co., and every visitor to the rooms has paid tribute to the artistic taste he displayed in the conceptions and designs worked out in the various apartments—every one of which is different and yet together they form a perfect harmony. Mr. Staib gave the matter his personal attention and under his supervision the workmen from the E. G. Higgins Company performed their duties most satisfactorily.

The carpenter work incidental to the repairs was done by L. O. Bonneau in a conscientious and permanent manner, and the painting and decorating, which was done by Mr. Charles C. Minsch, demonstrated that he had artists in his employ capable of producing effects rivaling the work of the finest cabinet makers in the country. The mahogany finish in the directors' room and the quartered oak effects in the library are two specimens of decorative achievement that rank with the highest type of modern artistic craftsmanship.

Committee Room

Another extremely striking example of the fact that the Board tells the truth, the whole truth, and nothing but the truth when it proudly asserts " In Worcester we aim at excellence " can be found on the floor of the directors' room, which has been covered by a carpet woven especially for this apartment at the Whittall mills, which was purchased through the Barnard, Sumner & Putnam Company. It is what is known as the Berlin weave, and is perhaps the finest carpet ever turned out from the Whittall works. The man who has whipped the brooks in the springtime and stood on mossy banks under the birch trees and seen the sun glint through the forest aisles while the sky above was archipelagoed with clouds knows something of the sensation that the man feels who steps upon a carpet woven as this one is, into which has gone sixty years of brains and conscience and solid worth. Its colors, green and mahogany brown, harmonize with the other furnishings beautifully.

On this carpet rests the directors' table, 12 feet long and 4 feet wide, weighing 1200 pounds, the largest solid mahogany table ever made by the Jamestown Table Company, and one of the largest ever built in this country or abroad. About the room are the twenty directors' chairs and the president's chair, all of the Bank of England type, of mahogany, and solid as the granite hills.

The fireplace in this room is surrounded by a four-panel firescreen of solid brass and of exquisite workmanship, as is also the case with the two desk lamps for the desks of the officers. The firescreen and fireset, also of brass, were procured from Elwood Adams, while the leaded art-glass desk lamps, which were secured through Pettingell-Andrews, Boston, are of an exclusive design in strict accordance with the latest and most beautiful French models. All the accessories in this room, other than those indicated, are of solid brass, except a revolving bookcase for the secretary, which is of mahogany.

In the library the handsome golden oak table, formerly used by the directors, has been retained as a centre table for reading purposes for the members. It rests on a beautiful Whittall rug, 12 x 15 feet in size. At one side is a capacious davenport, while an abundance of chairs and three English writing tables equipped with stationery and individual desk lamps, secured of the Coghlin Electric Company, gives the room a dignity and tone all its own. At one side of the room running the entire length, some 23 feet, is a commodious four-deck magazine rack built for the Board by the Norcross Brothers Co. on a model furnished by the Clark University librarian, Mr. Louis N. Wilson. This magazine rack follows very closely the lines laid down in the University library, modified and elaborated somewhat to answer our purposes. It is thought to be the most scientific, as well as the most satisfying piece of apparatus for the particular purpose for which it is designed, ever constructed. It is of quartered oak and is a masterpiece of cabinet work.

A large bookcase covers one side of the opposite wall, and here can be found every day the great trade papers, reviews and industrial publications, not only of this but of both hemispheres. Thanks to the *Worcester Magazine* no trade organization in this country has a more extensive foreign clientele than the Worcester Board of Trade, and cheek by jowl on the shelves in this room will be found in the course of a month, not only the representative trade publications of Honolulu, Hong Kong and Havre, but of a hundred other cities and towns in the Old World, printed in every language in Christendom. The floor in this room has been covered by a heavy

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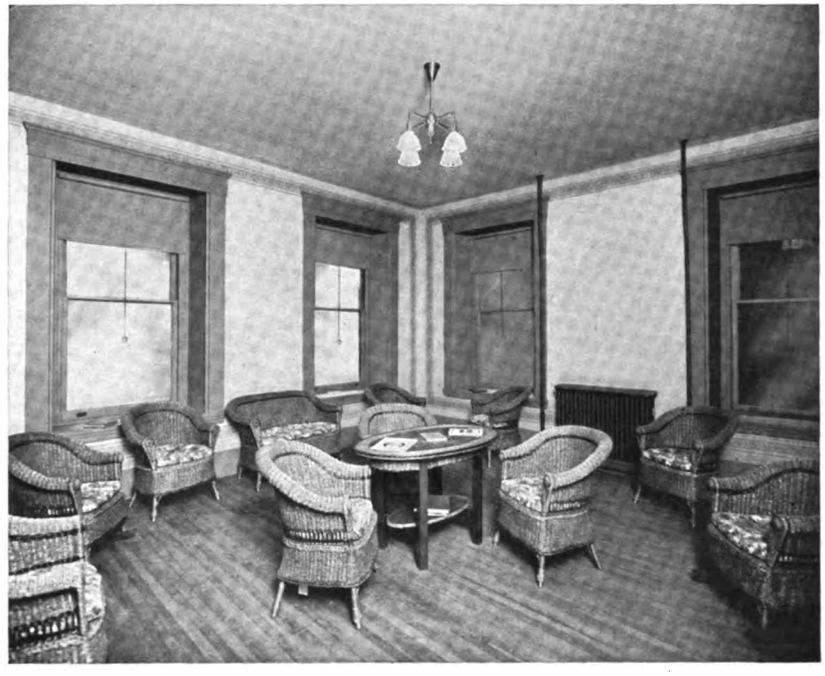
linoleum of an attractive design, purchased of Flint & Barker. This linoleum will deaden the sound and help to keep the room quiet, as well as make it attractive. The atmosphere of the library is restful, but not soporific. It is essentially the place for the student and the business man with quiet tastes who wants to while away an hour amid congenial surroundings in one spot where he can read and write and smoke in peace.

The general office has been fitted up intelligently and in excellent taste for the use of the various employees of the Board, other than the secretary himself. Both assistants have their desks in this office and Mr. Davison's chief assistant, Mr. Willard E. Freeland, has his desk so situated that it commands not only that portion of the room occupied by his associates but also the section given up to the public. This has been railed off, and admission is gained to the various desks through a gate which is electrically connected. This room adjoins the directors' room, which is used as a private office by the president and secretary, and a door has been cut through so that the various employees are in close touch with each other and with the public.

The general office has been fitted up with five sanitary desks and all the accessories customary to such places, including a special filing cabinet to retain commercial organization literature, built by J. S. Caldwell of Syracuse, N.Y. The desk furniture in this room was purchased of G. E. Stimpson & Co. The desk lamps in this room came from O. C. White Company, and are models of their kind.



Conference Room

The room adjoining the library has been fitted up as a committee room and as the directors' room for the Merchants Association. It is equipped with telephone, a directors' table, chairs, pictures, maps and all the usual concomitants of such an office.

At the southeast corner of the second story is still another committee room, done in green with the walls paneled. The wicker chairs in this room with their dainty chintz cushions and the handsome oval centre table, also of wicker work, make it one of the nattiest apartments in the building. The locker room, with accommodations for some two hundred people, adjoins this apartment. A half door has been cut through the wall at this point making it easy for the employees to handle the clothing of the members for checking purposes, when they are called to the Board rooms either on business or pleasure.

The Merchants Association have a beautiful room at the northeast corner of this same floor which they utilize as a private office for the very efficient secretary, Mr. Edward B. Clapp, and the place is entirely worthy in every way of the excellent organization he represents. Quiet and yet artistic, solid and dignified, its furnishings are in fine taste and can not but impress the visitor with the sterling character of the mercantile interests of Worcester, which are at last here fittingly and handsomely lodged in a home of their own.

The hall in the top story has been repainted, the walls cleaned and freshened up, new electric lighting system installed and a new platform built. The Board has also purchased, through Marcellus Roper, a beautiful Vose upright piano, which possession is perhaps appreciated by the Glee Club more than any other single improvement about the premises.

The bank has caused an artistic and comprehensive system of lighting by electricity to be installed in the halls, effecting a change greatly needed. The premises now at night are almost as light as day, a transformation from former conditions that is most highly appreciated.

No story of the changes brought about would be complete without a brief tribute to the kindness, courtesy, forbearance and unfailing patience of Mr. James P. Hamilton, who has represented the bank during the past four strenuous months. The difficulties attendant upon any attempt to do business in quarters undergoing repairs are too well known to need repetition here. Suffice it to say that what Mr. Hamilton could do to cause the work to progress expeditiously, to straighten out the tangles and smooth over the annoyances he has always done, and the success achieved is due in very large measure to the splendid co-operation he has always given to the committee in direct charge of the work. Neither have the bank's interests suffered at his hands. He has secured from every contractor conscientious, thorough-going service.

Neither should the efforts of the president of this Board, Mr. Edward M. Woodward, be lost sight of. This Board little realizes nor long remembers the material sacrifices made in its behalf by any of its presidents, but none among them all has devoted himself more wholeheartedly to the work in hand than Mr. Woodward has done in connection with this task. He has never spared himself since the undertaking began; no detail was too insignificant to merit his contempt or escape his observation. He has followed every item from the beginning with a characteristic thoroughness, and if the completed result shall seem to be worthy of the admiration and regard of the members it will be largely because he has built himself, his artistic tastes, his genuineness and his love for the Board into these rooms. And if he needed an able and a loyal and an enthusiastic second he has always had it in the person of Mr. Albert H. Inman, his associate director and fellow officer on the committee.

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The Betterment of American Cities

The Genius of the Twentieth Century Exemplified by the Work of the American Civic Association—Its Convention at Washington Last Month Brings Together Some of the Finest Minds in This Country Devoted to Civic Development

By J. Horace McFarland
President American Civic Association

THE present editor of one of the Washington papers, who was until recently one of the three commissioners handling under presidential appointment the affairs of that city, writes, " You may be sure that I am even more concerned now in the ultimate aims of the American Civic Association than when I was commissioner, because I have an opportunity to see how closely it touches the life of the American people."

Of these American people 41 per cent., we are told, live in organized communities, outside of what is popularly called " the country." The energies of a vast federal department are devoted with notable success to improving the business and the living conditions of the other 59 per cent., but the government has taken no account of the people who live in cities as yet. The basis on which the American Civic Association was formed included " the cultivation of higher ideals of civic life and beauty in America." That the years which have passed since its organization in 1904 have seen a very practical application of these ideals was well shown at the Seventh Annual Convention.

The programme set forth three ideals. The first involved the thought of co-operation, evidenced through the friendly greetings from Washington, which aims to be the model city; from the government of the Province of Ontario, in which there is a notable civic development; from the National Municipal League, our sister organization dealing with administrative reform; from the General Federation of Women's Clubs, in which a million women work more enthusiastically in civics than in anything else; from those who build the structures of the cities through the members of the American Institute of Architects, meeting at the same time in Washington; and from that potential and extraordinary source of advance included in the great Boy Scout movement, as earnestly presented by its picturesque promoter—Ernest Thompson Seton.

The second ideal involved the setting up by comparison, or by the projection of engineers and students, of a high standard to which American communities might hope to approximate, and this high standard included a consideration incidentally only of parks in general and very particularly of our unorganized national parks.

The third ideal related to the telling of things that had been done, in a fashion which undoubtedly stimulated those who were working toward the higher standard, and which in a manner peculiar to the American Civic Association avoided repetition of anything ever before recounted. It has always been the habit in arranging the programs of these increasingly interesting conventions to see to it that there was no droning along with repetitious statements of duplicated accomplishments. The man or woman who has a real story to tell of something that has not been done before in so satisfactory a manner can secure a place on the crowded programme of this Association, provided there is the preparation to speak shortly and to the point. The bore has been notably absent, and the effect of this general attitude can best be made plain by recounting what happened at the concluding meeting on Friday afternoon, which, at the end of three strenuous days, was more largely attended than any other except the national park meeting on Wednesday evening. It was an experience meeting with a five-minute limit, save for one story of actual accomplishment in regard to the children's gardens in Harrisburg, and another exquisite literary gem in the shape of Miss Zona Gale's friendship village story on " The Election," which fittingly closed the afternoon and the session. Now this experience meeting, in which people were privileged to speak five minutes, was so snappy that seventeen persons spoke in fifty-nine minutes! The localities they spoke for were: Hartford, Grand Rapids, Jacksonville, New Orleans, Washington, Toronto, Denver, Boston, Kansas City, Portland, Pittsburgh and Lock Haven. Each little gem of an address told of something that had happened to push on the betterment of the conditions surrounding the lives of urban people. It was quite apparent that those who thus spoke briefly and to the point of civic accomplishment were inspired by the general idea of civic advance rather than satisfied with civic progress.

The first and the second ideals above mentioned were interlocked considerably. The president of the National Municipal League, Honorable William Dudley Foulke, gave a greeting on behalf of that important organization in his story on " The Daily Life of Frankfort." It was a fascinating story, too, as it described how that German city was and is doing for her people as a whole rather than for a part of her people.

When Frederick C. Howe, at a subsequent session, spoke on " Building Cities for People in Germany " he brought out quite as forcibly the attitude under which the city in Germany is administered for the people. Some of us felt that life under the conditions described must be more satisfactory than that prevailing in an American city in which the same ideals do not prevail, and also felt that while under the American constitution there could be no such autocratic, even if beneficent, control ever come about here, yet it was surely possible to approximate toward the greater efficiency undoubtedly present in German cities, to which Germany's recent marvelous industrial advance owes so much.

Mr. George Burdett Ford's study of city planning set the standard farther on, while Mr. Arnold W. Brunner's happy discussion of " The Business Side of City Planning " emphasized the absolute co-ordination that can profitably prevail in making cities as wise men make houses.

When Major William V. Judson, engineer commissioner of that city, told of " Washington, a Model City," he simply enforced the lessons of the papers above mentioned, for he showed how in America there could be a considerable approximation to high ideals. He emphasized anew the value of definite planning for the future instead of indefinite dealing for the moment, which has characterized most American cities. Indeed, this general discussion of city planning satisfied any

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candid and analytical hearer that there could be no true utility without beauty in a city and no true beauty without utility. No one who heard, or indeed no one who observes things available now to observe, can avoid the conclusion that the city beautiful, of which we talk sometimes in a rather vague fashion, becomes only definite as it is made the city efficient. Mr. Irving K. Pond's presentation, for the American Institute of Architects, of "The Architect and the Community," bolted down this conclusion even more firmly to the foundation on which America may build communities that are of the highest service to her people, and the treatment by all these speakers—not by any means always agreeing in detail—of the general subject of city planning and the relation of business men and people to city planning was convincing evidence, first, of the vast interest now being taken in such matters and, second, of the high view possible to us in America, with our new civilization in our new cities.

The session at which the most important papers on idealization of the city were brought out was presided over by Hon. Franklin MacVeagh, the secretary of the Treasury, who is a life member of the American Civic Association and who as a citizen of Chicago has been influential and vigorous in his support of the unique movements which in Chicago are bringing about so great a civic advance.

With the idea of avoiding the congestion of good things and of preventing that civic dyspepsia which can happen when too much is provided, Wednesday afternoon was given over to a recognition meeting, with an incident of an opportunity to view the superb collection of national park photographs which had been gathered by the Department of the Interior and placed for the examination of those present at the American Civic Association Convention, on the walls of the mezzanine parlor of the New Willard. Attendants from the Department of the Interior were present, and a catalogue giving a charming literary account of the various beauty spots, as viewed by the great men of the world who visited them, greatly advantaged those who greeted each other and acquainted themselves a little with America on this pleasant afternoon. The informal showing through the stereopticon of "The Beauty Spots of Oregon," by the enthusiastic superintendent of Glacier National Park, acquainted those present with some of the unsuspected and majestic resources of our great national parks.

The recognition meeting, with its picture opportunities, served as a pleasant prelude to the memorable meeting of the evening on "Our National Parks," presided over by Hon. Walter L. Fisher, secretary of the Interior, and with the President of the nation in attendance.

Secretary Fisher spoke definitely upon the desirability of handling the national parks in a fashion that should make them most useful to the people, and gave full credit to the American Civic Association for its initiative in bringing their needs to the attention of the government and the people. There followed the Association president's annual address on "Are Parks Worth While?" further urging the need of a bureau of national parks, and giving some reasons for the pure economics of these parks. He was followed by Senator Smoot, who spoke admirably upon the relation of the national parks to the West, and pledged himself to the greater park movement, to make which definite he had just introduced into the Senate a bill creating a Bureau of National Parks.

At this time President Taft came into the room, and after he had enjoyed Mr. Enos Mills' charming bear story, occurring in a national park, Mr. Taft spoke sententiously and definitely upon the value that a bureau of national parks would be to the people and to the government, and pledged to the proposition his hearty support.

Mr. Herbert W. Gleason's exquisite pictures, under the title of "Some Picturesque Features of Our National Parks," acquainted the large audience with unsuspected glories of American scenery, accessible without crossing three thousand miles of salt water or paying tribute to Europe. His presentation of the wild flowers found in the national parks was rarely fine, and the regret with which President Taft permitted himself to be dragged away by his military aide, to fill another engagement, was shared by all of the audience.

When Mr. Donnelley presented, under the title of "The Smoke Problem," the details as to the way in which Chicago has admirably taken up the arduous task of ridding itself of wasteful and objectionable black smoke, he began the statement of things done for which this convention was notable. He made it clear that a good law and an honest determination would result in bringing about quite rapidly a vastly improved situation in respect to injurious black smoke.

Though the work of fighting the typhoid fly was undertaken by the American Civic Association's Fly Fighting Committee, under the able chairmanship of Mr. Edward Hatch, Jr., but little more than a year ago, the report of what happened was most gratifying. Dr. Albert Vandeveer of Albany presided over the session in the absence of Mr. Hatch, and a report of the activities of the Fly Fighting Committee showed vast accomplishments.

Prof. C. F. Hodge of Clark College, Worcester, who has done the nation a vast service in his picturesquely practical efforts in the fly fighting campaign, gave full details as to the way in which his special trap had worked and could work. It is interesting to note, by the way, that this trap was devised by Professor Hodge and put on the market in such a fashion as to be available anywhere in the country at a nominal sum. He made it quite plain that it was perfectly practicable to trap the early pairs of flies and prevent the breeding of the later millions. He held before the interested and amused audience the easily possible ideals of a flyless, mosquitoless, screenless community. He told the story of various fly campaigns, in one of which some forty-seven bushels of flies had been trapped in competition and outlined the danger which resulted in paying prizes for the catching of flies by describing how they had actually been bred for that purpose! The new campaign is to be on the basis of how few flies can be caught in a given neighborhood, after inspection to show flyless conditions.

No one in America puts more sententiously, epigrammatically and effectively the basic facts of sanitation than Dr. Woods Hutchinson. He had requested an opportunity to be heard earlier on the smoke problem, and he brought forward strongly the idea that smoke in a community was not so dangerous because of its inhalation as because of its reduction of available daylight, thereby promoting discomfort, disease, crime and injury, particularly to the eyes of the workers.

In answer to the question assigned to him on the programme, "Will the Fly Give Up the Fight?" Doctor Hutchinson put forward many interesting and most

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amusing suggestions before he agreed that the little buzzing disturber would undoubtedly be forced by extermination to retire from his loved human associates.

There were illustrations for several of the fly stories, none more interesting than the showing on Friday morning of a collection of cartoons indicative of the widespread interest of the daily press in the abatement of the fly danger.

Mr. L. L. Leonard of St. Louis, a capable attorney who has for more than five years determinedly fought for the good of his home city in its attempt to abate its over powering billboard spread, detailed the steps under which the admirable determination of the Missouri Supreme Court had been arrived at, and by which the case had finally been put into the United States Supreme Court, with a probable outcome against the billboard men. He made it plain that efforts against the billboard which are not related to the prevailing status of judicial decisions and habits of mind were futile or really damaging to the cause of civic efficiency. It was significant of the way in which the billboard men regarded this presentation that they had their own stenographer present to take down every word of the presentation against their unpleasant intrusions on municipal decency!

Mr. William Solotaroff, the capable superintendent of the Municipal Shade Tree Commission of East Orange, N. J., brought " Progress in Municipal Shade Tree Control " up to date for the meeting, through the use of admirable illustrations, comparing American and European conditions, and showing how easily American cities can under municipal control arrive at satisfactory, economical and health making tree beauty.

Both picturesque and suggestive was the presentation of Mr. Leroy J. Boughner, president of the Minneapolis Garden Association, and a newspaper man of that live city, on " Vacant Lot Gardens." The idea of the Pingree potato patch is old, but the systematic way in which it has been expanded and made truly useful in Minneapolis was not only new but very inspiring. It is obvious that there has been in Minneapolis in the past year, and will be increasingly during 1912, such action as results in a large increase in the city's actual wealth through available products of the soil and in a still larger increase in the city's beauty and orderliness. Mr. Boughner said that it had been proved in Minneapolis that many vacant lots could grow very satisfactory tomatoes which had been previously deemed fit only for the storage of tomato cans.

It was of course impossible for the subject of Niagara Falls not to come up in a meeting of the American Civic Association, even though it had not been allowed a place on the programme. Presentation was made by the president of the imminent danger to the Falls under the expiration of the slight protection granted by the special session of Congress, expiring February 1. The insidious character of the attacks now being made on the Falls and the sheer mendacity with which those who support the ideas of the power producers are conducting a press campaign was brought out in an admirable statement by the secretary of the Association, who read to the convention a " fake " telegram sent out by a New York press agent, recounting a fabulous story and detailing alleged ideal conditions at Niagara Falls. Mr. Watrous also told of one of the ways in which the press bureau of the power people was working toward creating the belief in the minds of the American people that there was no danger, and that it had suddenly come about that the water could be used in the turbines and not over the Falls without destroying the scenic glory of Niagara. As a result of this presentation a committee was appointed on final resolutions, upon the report of which the American Civic Association reconfirmed its action in favor of the Lincoln Memorial in Washington, urged that the protection of the Burton bill to Niagara Falls be extended and made a part of the life of the Canadian treaty, favored the suggestion of the President of the United States that Niagara Falls be made a national reservation, and endorsed the proposition for a national park bureau, as favored before the convention by President Taft, Secretary Fisher and Senator Smoot.

The changing character of the activities of the American Civic Association was brought out in this convention in the secretary's brief and admirable review of its work during the last year. The Association has not issued recently so many publications as was its former habit. It has enormously increased its beneficial publicity through access to all the important newspapers of the country. It has permitted legislative efficiency in Washington to the extent, as brought out in Major Judson's paper, of being a distinct aid toward good government in the District. It has particularly organized during the year commercial bodies into efficient civic advance agents.

The attendance upon the convention was gratifyingly large, influential and widespread. The value of Washington as headquarters was made evident not only in this attendance but in the accessibility the Association enjoys to the many facilities of the federal government for promoting civic advance.

The general officers of the Association were re-elected for the ensuing year, and the convention adjourned after carrying through its seven sessions with an absolutely complete fulfilment of every item on its comprehensive programme.

Porto Rico Trade

This Board is in receipt of a letter from Mortimer Remington, Commercial Agent of Porto Rico, of which the following is a transcript:

The Insular Government of Porto Rico has established at 501 Fifth Avenue, New York, an Exhibit and Bureau of Information.

Business concerns wishing to open trade relations with the Island by establishing agencies in Porto Rico, or securing as agents parties who are already established there, are invited to either write to or call at this office where they may obtain such detail information as they require.

Co-operating with the Government Exhibit, the Porto Rico Association, which is composed of practically all the producers on the Island, is selling the Island products, both retail and wholesale. Among these products are the native handmade embroideries and drawn work, Guava jellies, and other tropical preserves, grapefruit, pineapple, etc.

Porto Rico is in a most prosperous condition and is a good market for many lines of goods. On the other hand, the quality of Porto Rico products are far superior to those grown in other countries; therefore, trade relations should be beneficial to both importer and exporter, and this office will be pleased to facilitate trade relations.

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The Development of a Great Secondary School

Worcester Academy's Transformation From an Obscure Local Academy Into One of the Leading Preparatory Schools of the Country. Worcester's Oldest Institution for Higher Education and Its Claims to Worcester Support

By P. E. Sabine

IN no respect is the city of Worcester more worthy of its title, "The Heart of the Commonwealth," than when considered as an educational centre. In an address before a great mass meeting of citizens a few years ago one of Worcester's leading manufacturers said: "This city can maintain her present position as a manufacturing centre against the competition of the west and the south, with their superior natural advantages, only by superior knowledge on the part of her manufacturers and the greater skill of her artisans." This statement is typical of the commercial value which the men of Worcester attach to sound training and education. The men of Worcester have never failed to measure wisely the value of well equipped and efficiently manned educational institutions, as an invaluable asset in the economic welfare of the community. The public school system of the city, with its fifty grammar schools and four great high schools testifies to the estimate which Worcester places upon the value of public education. Not content with supplying simply the educational advantages

Walker Hall The Megaron Adams Hall

which every American city supplies Worcester stands to-day in the forefront of the movement to provide vocational training for boys and girls. Its two trade schools, one for girls and one for boys, stand as splendid examples of Worcester's pioneer spirit in educational affairs. Clark University, unique in its surpassing equipment for advanced investigation in psychology and pedagogy, the Polytechnic Institute, with its splendid record and present rapid growth, stand as monuments of the wise and far-sighted beneficence of Worcester men.

Among the schools and colleges of this city there is none that is more entitled to be called a Worcester institution than is the Worcester Academy. Founded in 1834, as the Worcester County Manual Labor High School, its history throughout contains the names of men whose lives and activities have contributed much to this city's growth and development. Upon its first board of trustees stand the names of Isaac Davis, Ichabod Washburn and Daniel Goddard. In later years among the names of those who gave generously of their money, time and devotion to the Academy's interests

Davis Hall

are those of Stephen Salisbury, who served upon its board of trustees, Alexander H. Bullock, who obtained for the school from the State Legislature a grant from the public lands of the Commonwealth, Joseph H. Walker, for years president of the board of trustees and a generous contributor to the Academy's finances, and Francis A. Gaskill, many years a trustee, and president of the board, whose name the Academy's new athletic field bears. Upon its list of former principals are the names of Eli Thayer, Nelson Wheeler, A. P. Marble and Nathan Leavenworth. The Academy of to-day exists because of the sympathy and support which men, great in Worcester history, have afforded it in the past. Its present prosperity rests in large measure upon the loyal devotion of strong Worcester men of to-day.

The claim of the private secondary school to public

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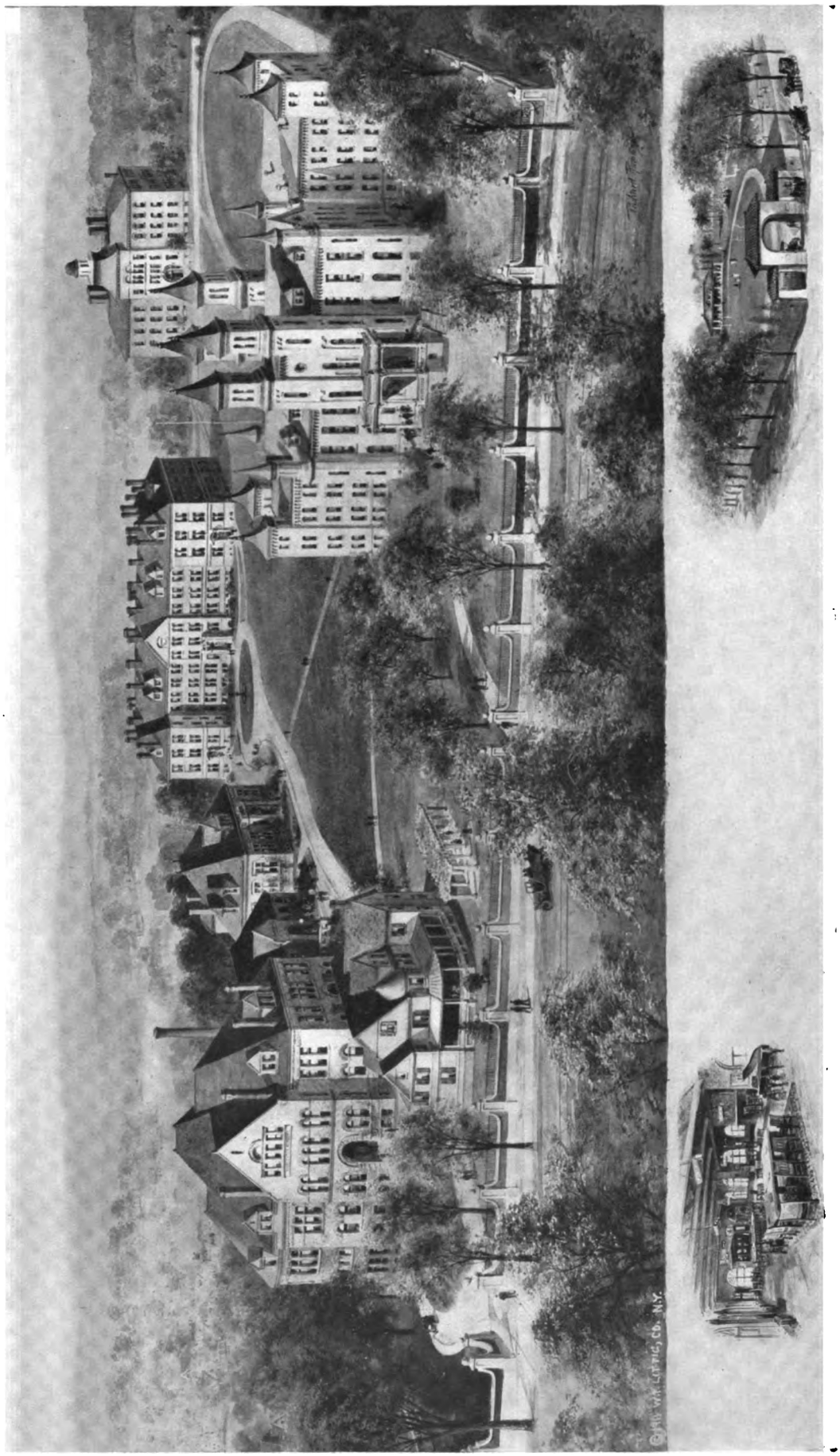

GASKILL FIELD

THE WORCESTER ACADEMY OF 1912

THE MEGARON

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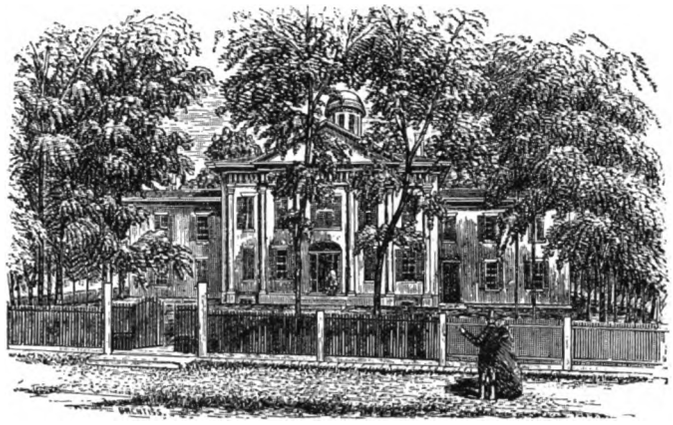
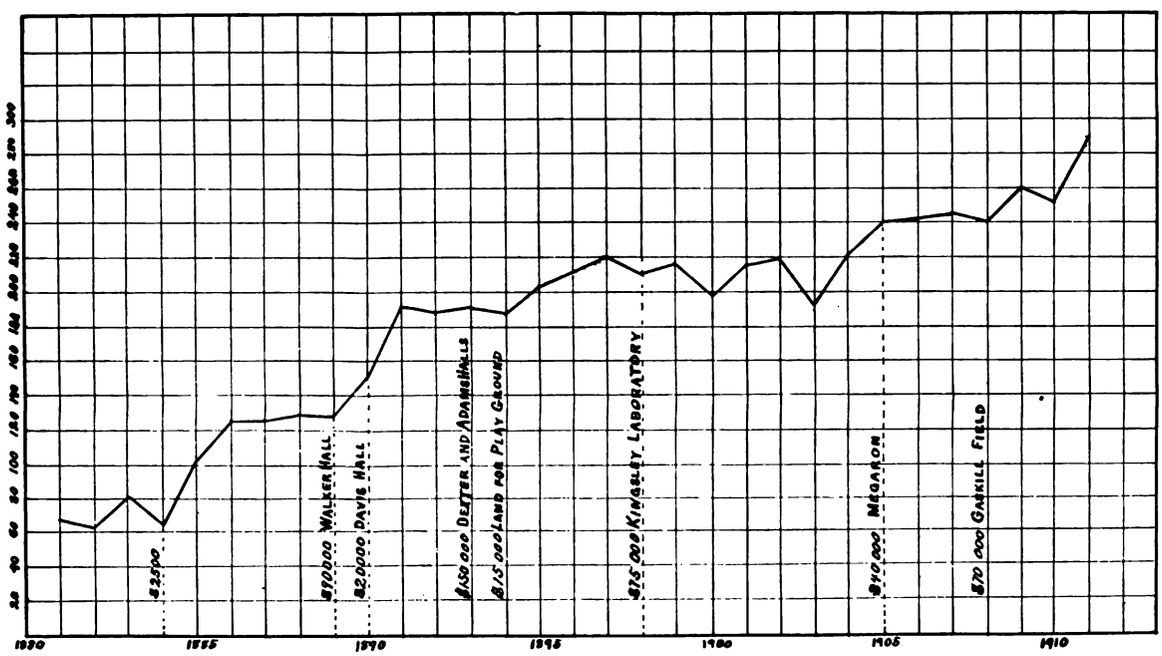
support is sometimes questioned. It is sometimes stated that academies in general are the relics of a former epoch in the history of education; that to-day the State provides for free instruction up to the college grade, and that therefore the public high school has entirely supplanted the academy in filling the gap between the grammar school and the college. The partial truth of this can not be successfully contradicted, but to say that there is no real demand for private schools devoted primarily to fitting boys for college, schools which assume in large part the entire care and training of their students, i.e., so-called boarding schools, is to fall just as far the other side the truth. A brief review of the history of secondary education in Massachusetts may help in forming a true estimate of the place the academy fills. Before the year 1800 the Latin grammar school supplied throughout the State the demand for public instruction higher than that of the district schools. The period between 1775 and 1800 was marked by the decline of these schools and the rise of the incorporated private academy. Between the years 1800 and 1835 the increase in the number of incorporated academies was greatest, the years between 1831 and 1835 being the high water mark of the movement. The State recognized the claim of these institutions to public support by allowing a grant of one-half a township of State land to each academy meeting certain requirements. Moreover, until the year 1833 the clergymen had considered themselves attached to the schools and obligated to superintend them as a part of their parochial duties. The result was that the academy was the predominating factor in secondary education during the last quarter of the eighteenth century and the first quarter of the nineteenth century. In 1827, however, a law was passed providing for the establishment of schools of higher grade than the grammar school, in all towns having a stated population, and imposing a heavy penalty on all towns failing to meet the requirements of this law. This was the beginning of the free public high school in Massachusetts. Due to inadequate State supervision, however, many towns failed to provide the high schools required by the law, with the result that for almost twenty-five years more academies retained their position of prominence.



The Worcester Academy of 1853

Nevertheless by the year 1850 the high school was well on its way to later success, and the predominance of the academy had been materially lessened. It is interesting to note, however, that whereas the number of academies in this State decreased from 1173, in 1838, to 705, in 1860, the average attendance in each academy increased from twenty-four students in 1838 to thirty-two students in 1860. In other words the effect of the competition of the public high school was to weed out the poorer and smaller academies and to increase the attendance in those that were larger and better equipped. This tendency has continued until the present. Of the seventeen academies founded in New England before the year 1800, only two are of any prominence to-day as secondary schools. Some have been merged into the public high school system, and the greater part have ceased to exist



Plot Representing the Growth of the Academy since 1881. The Figures to the Left Indicate the Number of Students Enrolled Each Year

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Biological Laboratory

at all. In general, then, the tendency has been to eliminate the small local academy. Those that have persisted have done so by drawing, more and more largely, students from outside the State, and it is only those schools that have been able to offer decidedly superior advantages that have been able to survive.

Physics Lecture Room

Within the last twenty-five years still another influence has been operative that has enlarged the field of the private secondary school. In Massachusetts the high school was originally instituted to supply college preparation. Its curriculum was fashioned to meet this end. Recent years have witnessed a marked tendency away from this ideal and toward the broader one of general training along practical lines. From all sides have come protests against the so-called college domination of public high school curricula. As a result of the broadening scope of high school instruction, less emphasis is being placed upon preparation for college. This tendency is perhaps less marked in New England than in the middle and western states. Moreover, in these latter the State University wields a powerful influence in shaping the high school's course of study, so that in order to prepare for eastern colleges boys are coming in increasing numbers to eastern preparatory schools. To supply the demand, therefore, for strictly college preparatory training, and at the same time a demand upon the part of the wealthier classes of the community for more personal and individual instruction for their sons than the public high school can give is the province of the private secondary school, and the last thirty or forty years have seen the institution of a great number of more or less select private fitting schools, and also a marked growth in the older and better established academies that have survived until this period.

The history of the Worcester Academy is typical of the various steps in this evolution. Incorporated in 1834 as a non-sectarian school where boys and girls of limited means might, by manual labor, help themselves in securing an education its first twenty years showed progress. Later, as a result of limited resources, it was barely able to withstand the conditions under which many schools of its grade in New England were forced to close their doors. There was a period in its history when only the loyal devotion of its principal and its president saved it from oblivion. Its original location on South Main Street was changed to what was later the old Antiquarian Society building, on the corner of Lincoln and Summer Streets, and still later, in 1866, the Academy was moved to its present site. Its enrollment decreased until at one time it was reduced to less than thirty students. The Academy persisted, however. The year 1881 marked a change in the tide of its affairs from which time it has had a remarkable growth in numbers and efficiency. With a strong administration, backed by the generous support of its trustees and friends, it has grown until at present it is fourth in point of numbers among the great secondary schools of New England, and equal to the best in point of equipment and the training it offers. It has an enrollment of three hundred students, a faculty of nineteen instructors, including its representatives as an exchange teacher in the Prussian schools, and an exchange teacher from Prussia among its instructors. Its plant, including its new athletic field, conceded to be the finest of any in New England, is valued at three quarters of a million dollars, and it is known throughout the country as one of the leading secondary schools.

The record of the Academy during the period in which this growth has been achieved is interesting. It has just been pointed out that this period is marked by the decline of the local academy, the rapid growth in number and efficiency of the public high school and the striking multiplication throughout the East in the number of select private schools. The accompanying diagram indicates the steps by which Worcester Academy has emerged from the obscurity of the small academy of the local type to a place of great prominence among schools of its grade throughout the country. This diagram shows that a gradually increasing attendance has led to

Mechanical Drawing Class

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a necessary enlargement of plant and improvement in equipment, and the attraction of an improved equipment has in turn produced an increased enrollment. This diagram shows very clearly *how* the Academy has grown. It does not show at all *why* it has grown. Many an institution has found to its sorrow that a surpassing equipment does not lead to great results. There have been within the past five years educational institutions in New England with rich endowments whose lists of students were not as large as their faculties. The success of a school, like the success of any other enterprise, depends upon the ideals and purposes upon which it is founded and administered, and the extent to which these ideals are carried into practice. The fact of the Academy's growth in the face of the fierce competition of high schools and preparatory schools can be explained only on the basis of the inherent vitality of its ideals and the virility and strength of its administration.

The truly democratic spirit of the Academy is one of its great, intangible, but very real, assets. The private preparatory school, in general, is thought of as a school for the sons of the well-to-do and the wealthy. For the most part this estimate is correct. The rate of tuition in the private school, in general, determines the degree of wealth which its students represent. As a result the students of any given school come largely from a given stratum of American life, the price of tuition determining the financial level of that stratum. No matter what the ideals of such a school it can not, as a matter of fact, be broadly democratic. There can not be in its training that element of contact and equality between boys of widely differing stations of wealth that is the essence of true democracy. True to its traditions, however, the Worcester Academy has adopted a policy that insures a wide diversity in the degree of wealth of its students. This policy is unique among schools of its kind. The Academy in its rates of tuition departs from the sound business principle of " one price to all " and adopts the broader principle that is the basis of free public education. This principle is applied in the school by a wide variation in the rates of tuition for what are essentially the same advantages and opportunities, the only difference in accommodations accorded those paying different rates being the unimportant detail of the size and location of the rooms which they may occupy. As a result the records of the school show that more than one-half of its students pay less in term bills than the actual cost of their instruction and keeping. This means that the Academy each year contributes more than $12,000 to the support and tuition of its poorer boys. This showing, together with the fact that the highest rates for students are not greater than those of other schools of similar standing, and the added fact that the school's available endowment amounts to only $80,000, speaks eloquently for the efficiency and benevolence of its administration.

Manual Training Shop

Chemical Laboratory

Wood Turning Shop

Given a broadly democratic body of students representing no one class or station, but coming from homes of all classes where sound training and thorough intellectual and moral discipline are regarded as the essentials in education, the next ideal of the Academy has been to supply in fullest measure these essentials. The degree to which the Academy realizes this ideal was made the subject of an editorial some time since in the Worcester *Gazette*. Speaking of this element as a basis upon which the Academy might well make its claims for support from citizens of Worcester, the writer says: " Such training is hard to set down in words, for it is the result not so much of direct class room teaching as of the atmosphere of the institution, and the atmosphere of the institution is made up of an air vitalized by the personality of its teaching corps from the principal to the newest instructor. It is in this respect that the school is a remarkable institution. It has builded a reputation as a maker of manly educated men."

To accomplish this result, broadly speaking, is of course the aim of every educational institution. To

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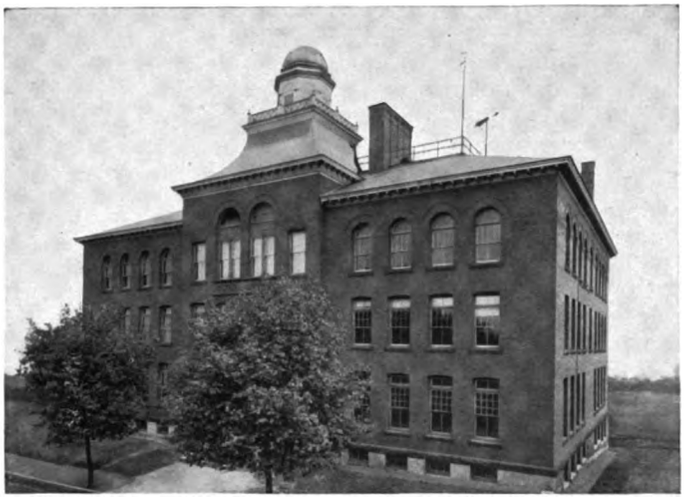


KINGSLEY LABORATORIES

" hew to this line letting the chips fall where they will," however, requires more than a mere holding aloft of ideals. It requires rigid insistence daily upon a routine which puts the ideals into practice. This insistence upon the daily routine, drudging and distasteful as it may seem in these latter days, is the distinctive element in what has been called Puritan training. But it is essentially this quality that produced in the men of New England that fibre of strength and manfulness that has made New England great in our national life. Perhaps the thing above all else that has made the Academy attractive to a constantly increasing number of parents is the degree to which the training it affords approximates what is best in Puritanism.

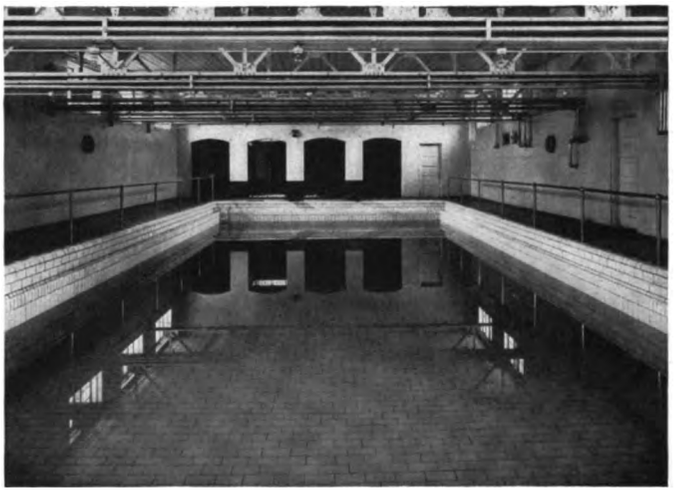
Another element in the vitality of the Academy is the breadth of the training which it aims to give. The private secondary school exists primarily to fit boys for college. In many schools this aim is limited to fitting boys for some one particular college. In such case the breadth of training is in danger of being limited by the requirements for entrance of the particular college in question. Most of the Academy's graduates go to higher institutions, but it can not in justice be spoken of as a fitting school for any particular college. From the classes of 1910 and 1911 eighty graduates entered eighteen different colleges and technical schools. The three courses of study offered are designed to fit the student for any institution of higher grade that he may care to enter. Obviously this is a broader ideal and one more difficult to attain than merely coaching students for a particular set of college entrance examinations.

The development of science teaching in this school affords a good example of its purpose to give its students a broad general training. The most marked tendency of

DEXTER HALL

INTERIOR OF THE MEGARON

recent years, in secondary education, is an increasing emphasis upon scientific and practical subjects, in the course of study. To keep pace with this tendency the Kingsley laboratory was erected by the Academy in 1898 at a cost of $90,000. At that time this building was unequalled in any secondary school in the degree to which its equipment met every need for the adequate teaching of the natural science, drafting and manual



THE POOL

training, and to-day it is not surpassed in this respect. As a result students preparing for technical and scientific schools have been attracted to the Academy in increasingly large numbers each year. During the coming year courses in pattern making and casting are to be added to the present courses in carpentering and wood turning, enabling students to anticipate in still larger

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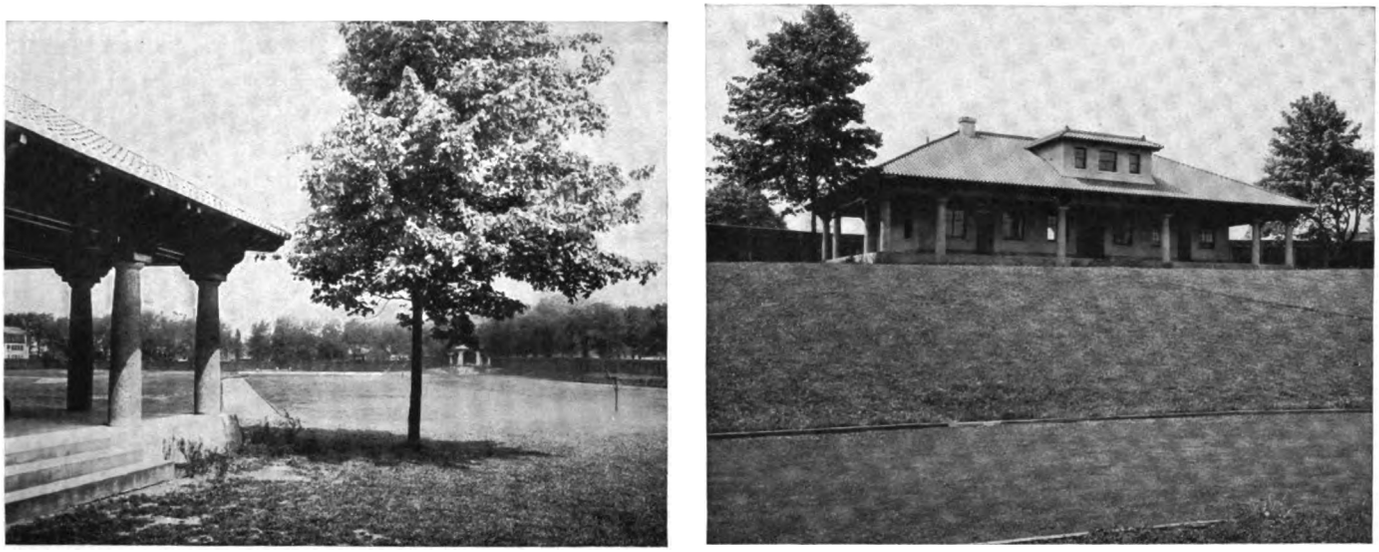
measure the requirements in shop work of the technical schools.

In spite of the emphasis placed upon scientific and practical subjects, the Academy has conserved well the traditions for broad culture in the teaching of the classics. Perhaps there is no better evidence of the vigor and vitality that is put into the teaching of these subjects than the fact that, almost without exception, do its graduates in the classical course elect one or more years further study of the classic languages in college. The names of graduates of the Academy are found upon the faculties of the greatest colleges and universities of this country and of England.

View Across Gaskill Field

It is these ideals of broad democracy, liberal and thorough intellectual training, founded upon manly character, together with an insistent and tireless purpose to embody these ideals in the daily life of the school that are the secret and source of the remarkable growth of the Worcester Academy. It stands to-day an institution in every way worthy of the city whose name it bears. It carries the name of Worcester perhaps as far as that of any institution of the city. Last year requests for the Academy catalogue came from forty-two states of the Union and sixteen foreign countries. Its present body of three hundred students represents twenty-one states and ten foreign countries. Its alumni are found in forty-one states and fifteen foreign countries. Directly through its own expenditures, indirectly through the money spent by its students, it brings annually $200,000 into the channels of trade in this city. It patronizes home industries by sending more of its students to the Worcester Polytechnic Institute than to any other single school or college.

Such is the past record and present status of the Worcester Academy, the oldest of Worcester's higher educational institutions. In the struggle for existence, in which so many schools of its kind have perished, it has not only proven itself fit to survive, but has established for itself an enviable position. By virtue of its history, its ideals and achievements, and its contribution to the life and name of this community it may justly lay claim to the support which civic pride and loyalty accord to worthy institutions. The financial future of the Academy is not yet assured. As has already been pointed out educational conditions to-day make for the speedy dissolution of those academies that can not offer extraordinary advantages to their pupils in instruction and training. These conditions would react with peculiar force upon Worcester Academy, by virtue of the fact that it is located in a city rather than in the more ideal surroundings of the country. Its future success depends just now upon a period of internal development, which in turn is conditioned upon securing a firmer financial basis. For this support, in part, the Academy looks to its alumni. When it is noted, however, that of the eleven hundred living graduates more than eight hundred are of less than fifteen years standing it will be seen that the measure of financial support from this source is inadequate to the present needs of the school. In spite of its nominal age the present Academy may well be called one of Worcester's " infant industries," and it looks with assurance for the support and backing which the public spirit of this city gives to all such as demonstrate their ability to " make good."



The Field House, Gaskill Field

Worcester Academy Cross-Country Run, 1911

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Worcester a Great Street Railroad Metropolis

Plans Proposed By The Consolidated Street Railway That Will Bring Into Touch With The Heart of the Commonwealth Thousands of People Now Unreached By Electric Lines—The Argument of the Railroad Authorities Justifying Their Attitude In Asking Consolidation

By Sylvester Baxter

THE Worcester public will doubtless be pleased to learn of the important developments in contemplation for the local-transit service of the city and its surroundings. Nothing so extensive in the way of physical improvements, to be taken in hand practically all of a piece, has ever been proposed since the period of transition from animal to electric traction. This large and comprehensive scheme means much for Worcester—its growth and its prosperity.

First in magnitude among these improvements comes a new radial line, involving something like twenty-five miles of high-class construction out into the hill country to the northwestward. The various trolley lines radiating out to neighboring cities, towns, villages, play an important part in maintaining Worcester's commanding position as a mercantile trade centre. The projected line makes Worcester a centre for one of the most beautiful regions in central Massachusetts—a region of hills, woodland, lakes and streams—now largely without transportation facilities and capable of high agricultural development. It is an extension of the local line now ending at Tatnuck. It continues through Paxton, thence to Rutland, where it crosses the central Massachusetts line of the Boston & Maine, thence through a corner of Oakham Township at Coldbrook Springs, thence through Barre and on to a terminus at Petersham, reaching the centre by way of Nichewaug village.

Sylvester Baxter

Of these towns Paxton and Petersham are entirely without railroad facilities of any kind. Rutland and a corner of Oakham are traversed by the Central Massachusetts, outlying parts of Barre Township are coursed by the Central Massachusetts and the Ware River Branch of the Boston & Albany. But Barre Centre lies three miles from the nearest station. That means a great deal for one of the finest old hill towns of Massachusetts, which, somehow in spite of its lack of transportation, has managed to flourish and to maintain its admirable character as one of the highest types of rural New England communities.

Barre now has an automobile coach service to and from the railroad station, but three miles in a crowded motor car on a cold winter night makes hardly a pleasure trip. Paxton, however, depends upon a primitive looking stagecoach apparently of the vintage of 1850. The sight of it carries the fancy back to ante-railroad days. Indeed Paxton has not yet emerged from those days.

A high-class trolley line will bring to the outside world a knowledge of the uncommon landscape charms of that old town. It seems strange that a community so off the lines of travel, so remote, should actually be a next door neighbor to Worcester. And yet Worcester itself, now one of this country's large cities and well on its way to rank as a great city, was of less significance than Paxton and many another outlying town within considerably less than a hundred years ago. Indeed, it was well along in the nineteenth century before Worcester began to amount to anything at all; it was merely her central location that made her the shire town of the new country. But it was the railroad that made Worcester what she has come to be. So it was that the second largest of Massachusetts cities is also one of the newest of towns.

This interesting group of old Worcester County hill towns that will be served by the new line is full of historical interest. Rutland is the parent town of Oakham, Barre and half of Paxton—the other half being a child of Leicester. This extensive territory was purchased by the original settlers from a group of Indians with very queer names, Puagastian and Pompamamay among them. Still queerer are some of the local names conferred by the Indians: Wallamanimpscook, Sassakatafick, Ahumpatunshauge.

Among the first settlers were many sturdy Irish immigrants. That was in 1716, but it was not until the middle of the eighteenth century that the considerable immigration set in which gave a large and perhaps preponderating proportion of Irish blood to the hill country of central and western Massachusetts and southern New Hampshire. It was the period when Massachusetts apportioned the extensive holdings of public lands in the unsettled portions of the province. The attraction of cheap and virgin land was comparatively as great for the

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immigrants of those days as later were the Federal government's acres in the great West.

In that earlier day the first settlers of Rutland stood in constant danger from Indians, bears and wolves. The first child, born in 1719, was honored with the gift of a 100-acre farm.

Oakham was known as the " West Wing " of Rutland until 1762, when it was made a town by itself, three years after its settlement by immigrants from the north of Ireland. One of their first acts was a vote to " tax the inhabitence teen poonds to support pritching." When it came to the organization of a Presbyterian Church, in 1767, some objections were made to the habits and character of certain proposed members. Whereupon a rather liberal minded Scotchman, or " Scotch-Irishman," remarked, " Weel, if the Laard wants a church in Oakham he must tak' them such as they be."

Paxton, set off from Rutland and Leicester in 1765, was given a name neither of its own choosing nor at all to its liking. The name was not in the act when it went to the council. It chanced that the honor went to Charles Paxton, marshall of the admiralty court and a

C. V. Wood
Traffic Manager

friend of Governor Bernard and Lieutenant-governor Hutchinson—a man of polished and pleasing manners but regarded as a " despicable sycophant." Later when it became known that Paxton had helped devise the act imposing a tax on tea for the Colonies there was wrath in the young town, and the people tried to get a change, something more agreeable to the inhabitants and the public in place of the " execrable name " imposed upon them. Somehow they failed in their attempts and their town still perpetuates in its name a little known connection with an occurrence that was a potent factor in bringing on the Revolution. Taken in itself the name of the town is a good one: Paxton, " Peacetown."

Barre had better fortune in a similar situation. It

Henry C. Page
General Manager

had been called Rutland's " Northwest Quarter" until 1774, when it became a town. That was almost on the threshold of the Revolution. The people had petitioned to be called " Barre," in honor of Col. Isaac Barre, one of the Irish members of Parliament, the son of a French refugee in Ireland and a strong friend of the Colonies. But at the instigation of General Gage the new town was given the name of the lieutenant-governor. So it began its independent existence as Hutchinson. The undesired name was not borne long. When the Revolution broke out they petitioned for the name they had first asked for, accompanying their prayer with a scathing indictment of Hutchinson, said to have been written by the Rev. Peter Thatcher. The petition was promptly granted. A name that had been suggested for the town was " Wilkes," rather curiously in view of the combination " Wilkes-Barre " borne by the Pennsylvania municipality.

Petersham was settled in 1733 as Nichewaug plantation. Later it was known as Voluntown, or Volunteer's Town, because of its settlers volunteering in a campaign against the Indians. In 1754 it became a town, deriving

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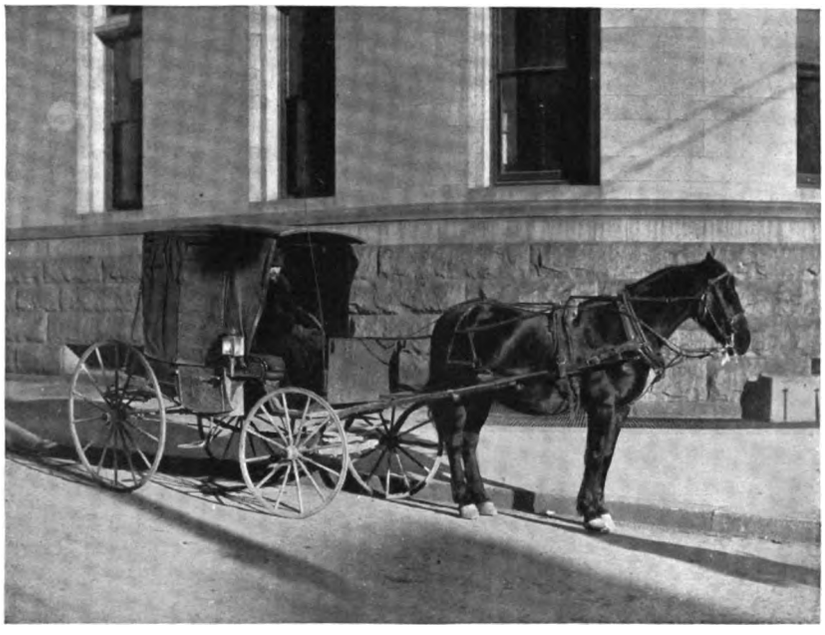
its name from the English Petersham in Surrey, just outside of London.

All these towns have admirable records in the Revolutionary struggle. They sent many men into the Continental army, and the heavy taxes they laid upon themselves in the cause attested not only their patriot-



THE PAXTON COACH OF TO-DAY

ism but the flourishing circumstances of these agricultural communities in those days. Oakham had appropriated £ 3676 for Revolutionary expenses previous to the inflation of the currency. Petersham's Revolutionary debts had amounted to £ 53,000 —something like a quarter million dollars! —in 1780. Much of this must have been represented by inflated currency. It was in 1780 taht Petersham made the salary of its minister £ 100 a year, guaranteeing that sum to have a purchasing power of 666⅔ bushels of Indian corn.

A Rutland man was one of the most distinguished figures of the Revolution—Gen. Rufus Putnam, the eminent engineer of Washington's staff, who designed the fortifications for Dorchester Heights that made the British evacuate Boston. General Putnam was the pioneer in organizing the settlement of Ohio from Massachusetts. The Rufus Putnam house remains to-day a treasured landmark in Rutland. It was in Rutland that the prison camp for Burgoyne's army was located in 1778.

The Revolutionary conflict, of course, did not directly touch this part of the Commonwealth, but the Massachusetts afterclap of the Revolution, "Shay's Rebellion," was at its strongest in these hill towns, and it was in Petersham that it finally collapsed.

In this important trolley line from Worcester to Petersham, Barre will receive a long deferred consolation for the dashing of her hopes when the Boston, Barre & Gardner Railroad was realized. That railroad, now the Boston & Maine line from Worcester to Ashburnham, was carried by its final surveys far to the eastward of Barre.

Both Barre and Petersham already stand in high favor as summer resorts. Their attractiveness for such purpose will be greatly augmented when they are made conveniently accessible by the new line from Worcester, connecting also with the Central Massachusetts and the Ware River Branch. The other towns, Rutland, Oakham and Paxton, can not fail to share in this good fortune under the stimulus of the new transportation facilities. All of them are uncommonly attractive in landscape, climate and in the character that makes them representative of rural New England at its best.

In Paxton, for instance, rises the noble contour of Asnabumskit Hill, second only to its neighbor, Wachusett, as the highest elevation in Massachusetts east of the Connecticut. At its foot spreads the beautiful lake of the same name.

Petersham largely owes its attractiveness for summer residence to its charmingly typical old New England character. A notable factor in maintaining this quality has been the Village Improvement Society, organized in 1878. A feature of the town is its Agricultural High School, one of the earliest fruits of the practical development of our educational methods in the direction of vocational training. Schools of this sort are destined to be leading factors in the revival of New England agriculture which the new transportation facilities are helping to bring about.

THE MODERN SUBURBAN CAR

This new trolley line to Petersham is to be of the most substantial construction, as high-class and enduring as the best modern steam line work. The Southbridge & Palmer line, the thirteen miles of which cost an average of $53,000 a mile, illustrates what may be looked for here.

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MAKING A FILL AT EAST LEE
WHERE THE ROADBED CROSSES GREEN WATER POND
ERECTING STEEL WORK FOR CONCRETE RETAINING WALL

THE ROUTE BEFORE CONSTRUCTION
SOLID ROCK CUTS AND FILLS, WEST BECKET
CONCRETE CULVERT

TYPICAL SCENES IN MODERN ELECTRIC RAILWAY CONSTRUCTION

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The more purely local improvements that are on the programme for the Worcester Consolidated are all calculated to facilitate movement, promote public convenience, and thereby accelerate the growth of the city.

First there are the provisions to be made for the new feature of trolley freight. Many express cars, together with other expensive equipment, will have to be purchased for this purpose. Then a large express station must be established in the midst of the mercantile district, where land is expensive. This station will need ample track room, platform and storage space and yard room for teams.

Another improvement demanded to meet the increasing requirements for more power is the completion of the great power house at Millbury.

A double track for Southbridge Street.

An extension of the Hope Cemetery line to the Auburn town line.

These improvements involve large outlays. A total of $2,000,000 is a moderate estimate for the whole programme. This projected line is an instance of modern trolley policy. With its underlying principle of comprehensive rural development it justifies the attention here paid it as an element in the general scheme for new construction and improvement in and about Worcester. Otherwise what has here been said about it might seem disproportionate in view of the magnitude of the interests affected by the features enumerated in what follows. The latter lack the picturesque qualities that make the former so interesting. But nevertheless they have to do with very substantial realities. On their face these

LIBRARY AND HOTEL AT PETERSHAM

Again, there is a lot of extension and double-tracking to be done, all of which means the saving of time for the public, the increase of traffic and then a corresponding building up of the localities concerned.

A double track for Hamilton Street will abate much troublesome congestion and promote the convenience of the multitudes that resort to Lake Park since the opening up of the popular excursion route, a single track being incapable of caring adequately for the many cars that run to the Park.

Other improvement projects are:

An extension of the Granite Street line to the Orphanage.

A double track for Lincoln Street from Brittan Square to Boylston Street.

A double track for Burncoat Street from Brittan Square to Barnard's turnout.

may seem matter of fact and prosaic. But in their bearing upon the future of a large, wealthy and prosperous city they appeal to the popular imagination more than the public concerned may yet have appreciated. They involve steps that lead to making that city far greater, wealthier and more prosperous.

The management of the Worcester Consolidated realizes what that future is bound to be. Its confidence is so complete that powerful interests stand ready to assume a responsibility in the development of Worcester as a great centre of trade and industry—a responsibility comparable to the initiative which the most advanced and liberal municipal authorities might be expected to take.

To pave the way towards such a development by making the present process of growth as free and unimpeded as possible there has been prepared a programme

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for extensive construction, to be undertaken in and about the city in the very near future, a programme so far beyond the resources of the ordinary street railway management that under such auspices its execution would have to be spread out year after year. The growth which would thus be promoted, however, is so great that for the sake of assuring it, it seems worth while to carry this programme into effect as a consistent whole and practically all at once.

The wholesome growth of a city stands in vital relationship to its circulation system, to the freedom of movement which the community enjoys, and therefore depends upon the excellence and the extent of the means of transportation at its command. If these are adequate to the needs of the community trade will thrive, industry will flourish and the city will grow at its best. Confidence in the growth of Worcester to the rank of a very large city therefore induces the railway management to facilitate that growth by providing the underlying conditions to the fullest extent at command, in the shape of a well balanced and correspondingly well equipped scheme of local transportation comprising these three elements:

An urban network to serve the needs of the extensive traffic demanded to bring the public conveniently and promptly into the central sections where the conditions of trade and industry tend to ferment such movement.

Suburban lines radiating from the centre in all directions where called for to provide opportunity for free expansion and correspondingly to prevent the evils of a congested population.

Eagle Inn at Coldbrook Springs

Finally, long distance lines extending well out into the surrounding territory as feeders for the city by developing the regions traversed, supplying connections with surrounding communities and interurban communication with more remote centres.

Altogether this makes an extraordinarily large order for improvements. It includes, as we have seen, a costly long distance line of high-class construction designed to give Petersham the status of a second Lenox, make Barre a second Stockbridge, all in accordance with the new social and economic tendencies that are making all

Henry Woods School at Barre

rural Worcester County another Berkshire—filled with beautiful and costly estates and prosperous with the modern agricultural and industrial rejuvenation that is coming upon the New England countryside in all directions where modern transit with its good roads, motor traction and trolley lines extends its helping hand. The execution of such an order is beyond the capacity of an independent street railway company, even when so large and well conditioned as the Worcester Consolidated. How then can it be realized? Its realization is contingent only upon making effective the conditions necessary to secure the financing of the improvements thereby to be assured. There should, of course, be little question as to the advisability of such a procedure when it is considered how the well being of a great community absolutely depends upon adequate transportation service.

Briefly stated the facts are as follows: Some years ago the present management of the New York, New Haven & Hartford Railroad Company made the ownership and operation of trolley lines a feature of its transportation policy. The idea was to build up a comprehensive secondary railway system as an adjunct to its primary lines. This was not for the purpose of eliminating competition, either actual or potential. Many railroad men assert that there can be no real competition between trolley lines and steam lines and declare that the functions of the two forms of service are radically different. They say that the trolley lines act as feeders for the steam lines; they collect and distribute traffic;

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they establish more intimate connections between the main lines of movement and the public served; they carry both passengers and freight farther on the way to and fro and accomplish a more intimate penetration of the territory served with traffic facilities; thereby they bridge gaps in movement that otherwise are costly and inconvenient to cross.

The argument presented by the believers in consolidation in transportation matters—as in all other forms of public utilities—is as follows: with these economies in time and in outlay the trolley lines, operated in conjunction with the steam lines, perform an invaluable service in developing the territory served. Another consideration lies in the circumstance that with the tendency towards electrification of steam lines and towards operating trolley lines over their own rights of way when outside of cities and towns rather than upon the public highways, the distinction between steam lines and trolley lines is gradually diminishing. The latter serve as branches for the former, and when the forms of motive power are the same, very material economies are possible by utilizing the same source in common. In these ways the public interests are better served. The community prospers correspondingly.

In pursuance of this policy the New Haven management acquired the principal trolley properties in Connecticut, in Rhode Island and in a large part of Massachusetts—including the Berkshire, Springfield, Worcester and Blackstone Valley systems. In Massachusetts, however, this policy was thwarted by the decision of the Supreme Court which obliged the Railroad Company to divest itself of its trolley holdings in this Commonwealth, The New England Investment and Security Company. which had been a holding company for the railroad's trolley properties, thereby had to become an independent holding company—its securities held by outside parties not connected with the railroad company.

One of the properties so held, the Berkshire Street Railway Company, was subsequently sold back to the New Haven under legislative authority, conferred for the sake of enabling the people of the section more immediately concerned to secure the transportation development that they otherwise could not obtain.

This left the holding company with two large and remunerative properties in its possession: The Worcester Consolidated system and the Springfield system. Public sentiment in western Massachusetts now calls for the consolidation of the Springfield system with the Berkshire, in order to secure the construction of certain desirable extensions in that section which otherwise could not be realized. This, however, would involve the retention of the Worcester Consolidated system by the holding company and a hampering of connections and relationships between the Worcester and Springfield systems, which are becoming of great and increasing value to the two communities concerned. With the Berkshire and Springfield systems united under railroad ownership, and the Worcester system still controlled independently, these connections and relationships could not well continue as before.

In view of the difficulties involved, the holding company, the New England Investment and Security Company, has petitioned the general court either for incorporation as an operating street railway company, to be financed by the New Haven, or for permission to sell its properties to the New Haven.

Certain economic considerations make it for the interest of the Worcester public that either one or the other of these courses be taken. The people of Worcester apparently appreciate that the Worcester Consolidated is at present in satisfactory condition. Equipment, power and service are now good. Various things, however, might be done which would greatly improve the service. But these things would involve a very considerable outlay, and the money required is not easily obtainable. The street railway business to-day does not enjoy the favor with investors that it had in the palmy days of electrification, when large ideas of economies and profits induced a mania for trolley line construction.

The Worcester Consolidated system and its extensive urban and suburban services and interurban connections is now making an excellent financial showing. In street railway operation, however, the margin of profit is so small that after meeting fixed charges there is little left to go into improvements. Sooner or later large sums are needed for extensive improvements, if the service is to be kept up to the requirements of a flourishing and rapidly growing community. A street railway property, however, does not in itself offer the security demanded by bankers in return for advancing the funds. Such security can only be given by parties in possession of large properties, like those of a great railroad corporation. In the case in hand the New York, New Haven & Hartford enjoys the credit called for—it stands ready to advance the money for trolley improvements of a magnitude that under independent ownership would be out of the question, for the reason that for some years to come they would not justify themselves in developing the needed returns. The railroad company, however, finds its return in the development of its territory by improved trolley service and the consequent growth of new business. Hence we have in the foregoing the reason why Worcester can look forward to important improvements in local transit in case the desired conditions are fulfilled.

Better Dead and Peaceful?

If aught is to be gained by sarcasm and irony, the following article from the "Lexington (Ky.) Leader" should surely awaken interest among the members of the Lexington Commercial Club:

"It is given out upon good authority that the Commercial Club may abandon the idea of organizing the Lexington Development Company. The reason for this action is that there are some people in Lexington who do not care to subscribe for stock. It is hard for things to be thus, but, since it is impossible to do anything without these few great ones, the project may have to be abandoned, or turned over to Mr. J. B. Haggin, the man who 'does things.'

"Instead of a development company the club will organize a sewing circle and literary society. The members will enjoy sitting around, chewing the rag and participating in debates. The first question for debate will be: 'It is better to be dead and peaceful than to be alive and kicking.'

"In speaking of the demise of the development enterprise, one prominent citizen said: 'We don't want factories. That would mean more pay-rolls and we of Lexington have money enough. It would mean more people, but Lexington is already crowded. We don't want to do anything to make more work. In fact, we would rather not have to work at all. We might starve, but then, what's the difference? It's all in a lifetime anyway.'

"This is a delightful 'looking backward' sentiment and one which will commend itself to every dead, sleepy-hollow citizen."

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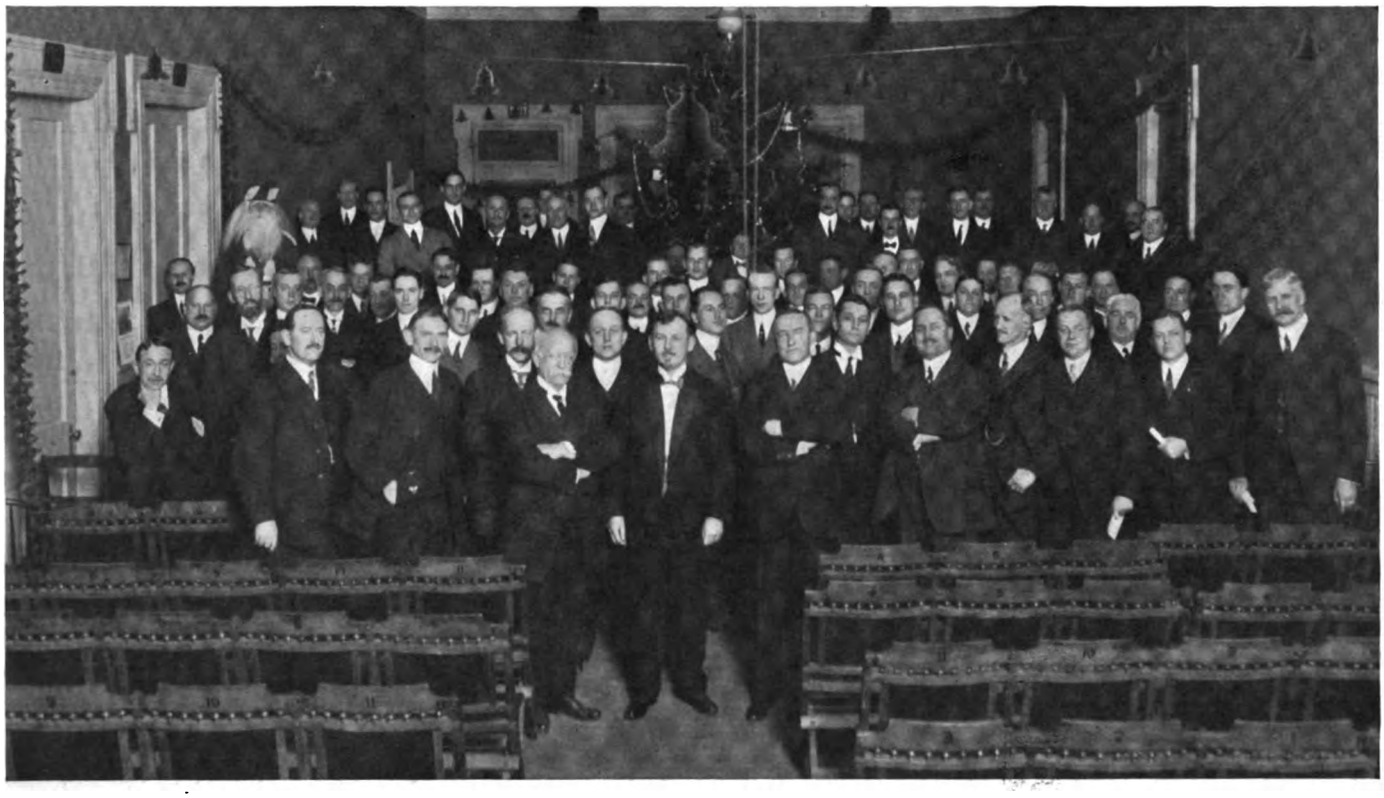

The Ad-Men's Christmas Tree

" A little nonsense now and then
Is relished by the best of men "—

THIS proved very apt and appropriate at the December meeting of the Worcester Publicity Association which was held in the Board of Trade Hall, December 21. The committee had announced " an ad-men's Christmas tree " with a present for everyone, and then some—and they carried out their programme to the full. To the serious minded membership this was an entirely new stunt, but proved to be one of the most profitable meetings as it promoted good fellowship and settled the fact that in Worcester men were no different than men elsewhere, once they forgot themselves and acted natural.

Board of Trade Hall had been draped in festive garb, and the stage was set with a mammoth Christmas tree from that good friend of the Association, Mr. Walter D. Ross. Each member had been assigned the duty, or privilege of hanging one present for some member. These were kept in the " joke " series, and the good natured sallies were given and taken in the spirit of the season, but most of them were enjoyed fully as much by the other fellow as by the recipient. In addition to the small presents the following list of donations were received from members and friends of the Association and were distributed among the members and guests by Willard E. Freeland, acting as Santa Claus:

Harrington & Richardson Arms Co., shotgun; Hill Dryer Co., automobile cans; Coes Wrench Co., assorted wrenches; Coates Clipper Co., barber's clippers; Winslow Skate Co., ice skates; Norton Co. knife sharpener, match safes and pocket stones; Royal Worcester Corset Co., corsets; Worcester Gazette, year's subscription; Worcester Post, year's subscription; Alsten & Goulding, gauntlet gloves; G. E. Stimpson Co., telephone pads; Walden Wrench Co., wrenches; Claflin-Sumner Coal Co., kindling wood; Kresge's 5-and-10-Cent Store, assorted novelties; D. H. Eames Co., gloves; Chester A. Dodge, accident insurance policy, automobile log books, desk pads; F. E. Powers Co., coal; Heald Machine Co., emery dresser; Commonwealth Press, letterheads and blotting pads; Wire Goods Co., coat and trouser hangers, wire novelties; White & Bagley Co., watch fobs; Allen-Higgins Wall Paper Co., speed talks; Village Farm, ice cream, Bailey's spring water; Ross Bros. Co., tree; Warren Leather Goods Co., leather pocket cases; Blanchard Press, auto blue book; Carlton Engraving Co., halftone cut; Ballou, set household paints; Massachusetts Corset Co., corsets; Libby Electric Co., Christmas tree lighting; Louis F. Bachrach, photographs; Denholm & Mckay Co., traveling set; R. J. Healey Shoe Co. umbrella.

The distribution of the large presents also caused much merriment: Mr. Priest, who is now located in Springfield, drawing a half cord of wood, George E. Copeland of the Claflin-Sumner Coal Company drawing a ton of coal given by F. E. Powers Co., competitors, and one of the donors drawing his own present.

Previous to the " Christmas tree " President George W. Coleman of the Associated Advertising Clubs of America gave an address that was an inspiration to anyone interested in advertising or advertising club work. He spoke of the flourishing condition of the movement in every section of the country, in large cities and small towns; the amount of work the clubs were doing in advertising as well as in civic work. He made a strong appeal for the Association to send at least one delegate to the Dallas convention. Mr. Coleman was presented a silk folding umbrella. A collection of $24 was taken for the Christmas dinner of the Salvation Army. The next monthly meeting will be devoted to an exhibition of " Worcester-made " advertising.

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Arthur W. Parmelee

A Director of this Board and a Virile Force in the Upbuilding of Two Important Worcester Industries Passes into the Great Beyond. His Death Brings Grief to a Wide Circle of Associates in the Civic and Industrial Life of this Community.

Arthur W. Parmelee, who died at his home, 4 King Street, on December 22, 1911, was a citizen of the type that makes for the upbuilding of the community that is fortunate enough to number such men among its residents.

He was a business man with unusual ability; an organizer with unusual foresight; an executive with an unusual record. Forced into retirement by long-continued ill health, he carried with him to the end of his days the love and respect of his business associates and the friendship, strong and sincere, of the many acquaintances who had profited in numberless ways from his unwavering desire to make use, for the benefit of his fellow men, of the talents given him.

He was a student of rare ability and a writer of occasional articles that teemed with human interest. His geniality and courtesy were unfailing and bound to him an ever-widening circle of friends with enduring ties. He was generous and public-spirited, taking always an active part in every effort to advance the industrial and civic interests of the community.

Arthur Williams Parmelee was born in Utica, N. Y., on September 12, 1842, the son of Horace Parmelee and Marietta M. (Jones) Parmelee. When a small boy, his parents removed to Buffalo and he grew to manhood in that city. He attended Kimball Union Academy at Claremont, N. H.

ARTHUR W. PARMELEE

Returning to Buffalo, he became a clerk in his father's hardware store. In the early years of the Civil War he was active as a drillmaster of recruits in Buffalo. He was eager to take an active part in the strife and was finally allowed to enlist in the navy where he served two years.

He was sent to the North Atlantic blockading fleet off the coast of North Carolina and served as secretary to H. K. Davenport, commanding the gunboat Hetzel. He took part also in several of the expeditions of Lieut. Cushing.

After the war terminated, he returned to Buffalo and in partnership with George Parr, under the firm name of Parr & Parmelee, began the manufacture of edged tools. The business did not prove a success and he went to New York in search of work.

After considerable search, he was fortunate enough to attract the attention of George H. Sargent of Sargent & Co., who gave him temporary employment in taking inventory. He quickly proved his worth and in a short time became New England representative for Sargent & Co. For a number of years he was on the road, later taking charge of the concern's Boston office. He was recalled from this position and made general manager of Sargent & Company.

In 1885, he was induced by Charles G. Washburn to come to Worcester, where he was made president and treasurer of The Wire Goods Co., then an infant industry. He laid the foundations for the great success which has attended The Wire Goods Company through the succeeding years.

His health failed and in 1900, after 15 years of arduous service, he was obliged to relinquish his connection with the company. He spent a year away from the city in an effort to regain his health and in a measure succeeded, but good health was never restored to him.

He endeavored later to again take an active part in business life and as president of the American Card Clothing Company successfully aided in the reorganization of that business and the placing of it upon a firm financial basis.

He continued, notwithstanding failing health, to keep up his interest in public affairs and, at the time of his death, was serving as a director of this Board. He was greatly interested in music and was for many years president of the Board of Trade Glee Club. He was a member of George H. Ward, Post 10, G. A. R. At various times he had served as a director of the Quinsigamond National Bank, director of the Worcester Trust Company, director of the Natural History Society and president of the Bright Wire Association of New York.

British Agricultural Schools

A portion of an article in "Daily Consular and Trade Reports" says :

"Under the development law now in force a large amount of money is to be devoted each year for advancing British agricultural interests and for teaching the science of agriculture. The University of Cambridge, which has taken a prominent part in the breeding of new wheats, is to receive $20,000 to $25,000 per annum from the development fund for the promotion of this line of study, and Oxford University will receive $7,300 per annum for the study of the economies of agriculture."

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Editorial Reflections

Nineteen Twelve

Now Janus wears a smiling face before
Yet backward looks a sad, a long adieu;
From the same fountain doth Aquarius pour
Tears for the old, libations to the new.

Another year, pregnant with unrevealed destinies, is upon us. Nineteen eleven, with all its mistakes, its sins and its achievements, has taken its place in that vast catacomb we call the past, and nineteen twelve with its urn of days filled full of latent possibilities for good or ill stands beckoning at our feet.

"I came not to bring peace but a sword" is still the slogan of the nations. The ancient monarchy on the Tiber is at handgrips on the age-old battleground of the nations with a sister empire struggling to preserve its autonomy and finding the path of civilization strewn not with roses but hedged about with bayonets and paved with broken glass.

In China, a race whose origin places Noah where we place Columbus wrestles in the death throes of dissolving tyranny, and on the plains of Persia two great nations, each equally greedy and each equally unscrupulous, unite to maintain in ignorance, superstition and weakness a people whose sole crime is a desire to enjoy the blessings of life, liberty and happiness God intended for us all.

In our own land the vicious and the violent are everywhere heaving and thrusting at the fabric of our government with the mad determination to dissolve it and erect on its ruins the pygmy temples of their co-operative commonwealth, and throughout the world the elements of destruction are in full play.

History, as all wise men know, has an uncomfortable habit of repeating itself. The great Hussite wars and the battle of Agincourt, in 1415, mark the dawn of the new day which followed that long dark night we call the Middle Ages; in 1517 was the German reformation; in 1620 landed the Pilgrims at Plymouth Rock; in 1714 England inaugurated her present parliamentary system of government and in 1812 the United States finally wrested from Great Britain her complete liberties on sea as well as land. For more than five hundred years every century has celebrated its opening and its closing with a social and political upheaval.

It is not strange in the light of all this that the year 1912 should be a year of yeasting, of civil and political and economic fermentation. Not only have Esop, Saadi, Cervantes and Regnard "been taken by corsairs, left for dead, sold for slaves and know the realities of human life," but every man everywhere hungers to match his experiences with theirs, to see if he can not find a panacea for the ills that afflict the body politic, hoping in the very crucible of suffering to discover the formula for a better state.

Vain hope. The millennium is not to be achieved in a bound. On the contrary the year 1912 is going to be a good year to exercise all the Spartan virtues—self restraint, temperance, patience, fidelity, and above all, courage—for the unrest of the centuries is again approaching 212 degrees, the boiling point. Kings are seen to be but common clay, reverence is disappearing, and in the mad desire for more democracy all authority is being set at naught. And yet out of all this turmoil, all this welter of blood and clash of ideas good will come. The world advances slowly but surely towards the dawn; civilization may ground arms but it never retreats; the hands on the dial of progress never turn backward. This is the best year and this is the best day the globe has ever seen. "God's still in His Heaven; all's right in His World." The quaking incidents of the day are but shadows on the dial of the ages.

"The glory of Italy crumbles from the walls where fading frescoes decay, it broods over old churches and palaces like the fading light over the darkening city, it is buried in the countless pictures in which it descends from the past.

"The sun shines and is silent but Time sweeps on.

"The Greek is a splendid memory, the Egyptian and the Assyrian a dim legend, the palaces of Nineveh are fallen, the splendors of Alexandria are sunk beneath the mud of the Nile. The Jew prays beside the weeping wall that sorrowfully whispers the past of Solomon, Babylon is lost in the mist, and Tyre and Carthage are but the vibrant echoes of a forgotten dream:

"Nations rise and fall but Time sweeps on.

"Where the Britons, clothed with skins, met under some ancient oak there vast and gloomy cities vomit their poisonous breath. Where Alexander led his adventurous soldiers, or Cleopatra met the legions of Rome, there English and German traders barter the machine woven stuffs of to-day. Where cities stood the sand whirls in wild triumph, and the gardens in which lovers sang echo to some night beast of prey. The golden palace of Theodoric is shrunk to the fragment of a wall. The tomb of an emperor is the playhouse of the mob. Causes for which men fought and died are forgotten and the fighters too are locked in the vast embrace:

"Men live and die but Time sweeps on!

"The figures carved upon the graves of the Crusaders are worn smooth by innumerable feet. The walls of the Venetian palaces, which echoed to the laughter of gorgeous women, are lipped by the silent kisses of the dead canals. The Forum where Cato and Cicero walked is sunk below the level of the street and littered with the stone waste of what once were temples:

"Men hate and love but Time sweeps on.

"On, on, relentless, unhurried by our passionate desires, unchecked by our wild regret, remorselessly, unheedingly Time sweeps on. Carrying us with it in its merciless and exultant flood or leaving us stranded like foam bubbles upon the shore; sweeping vast civilizations with arrogant being and surging over their last dying traces.

"Time ever sweeps on and on and on."

"Take then the book of fate into thy hand
And for the new year write thine own decree,
And what thou writest shall forever stand
And what thou willest that the end shall be."

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Predatory Wisdom

IT would probably be difficult for the most acute intellect to pack into tabloid form more concentrated common sense than is contained in the following paragraph emanating from the Commercial Secretaries' Association of the Lone Star State.

"We are not suffering so much from the predatory wealth of our citizens as from the predatory wisdom of our politicians. The repentant rich never flung unearned riches to the poor with the avidity that our politicians have scooped out unlearned knowledge to the people. Business men who have spent years of patient study and toil in the mastery of problems of industry have been compelled to hear amateur statesmen settle off-hand propositions that have puzzled them for a lifetime. Men who have risked their fortunes and spent the cream of their lives in promoting industry have been compelled to listen to loud-mouthed braggarts impugn their motives and malign their purposes. Many political educators have taken the stump when they should have taken to the tall timbers. Business problems when solved must be solved by business men."

Those of us who are laboring in a field much nearer the North Pole than the man who penned the above will cordially emit a good old Methodistic Amen at the sentiment expressed.

In Massachusetts as in Texas the business man is not a criminal nor a slave driver. He is anxious to live within the law and if given half a chance will do so, but new and half baked statutes emerge from the oven on Beacon Hill so rapidly that the business man can not keep track of them no matter how hard he tries.

At the present time what is known as a Minimum Wage Commission is holding official hearings in Boston to determine what is the minimum wage that should be paid a female in this state. The commission publicly acknowledged at its second hearing that although it had made some investigations into the subject by servants employed for that purpose it not only did not know what the minimum wage ought to be, but did not know whether it ought to recommend legislation of this type.

The proposition to fix a rate of wages for women below which no manufacturer could go without laying himself liable to prosecution originated in New Zealand, spread from there to Australia, went to England and from there was imported into Massachusetts.

In due time if its friends and well-wishers continue steadfast it will probably get on the statute books and start on its journey back to the antipodes; let us hope via Texas—for misery loves company!

A Lesson for New England

SOME men learn by observation, some by intuition and some by being knocked down by the car of progress. It is pretty evident that the men of Hamilton, Ohio, are not in the latter class. At a meeting of the Chamber of Commerce of that city the other night it was brought out that the organization had subscribed $25,000 to bring to that city an industrial concern employing thirty-five mechanics; furthermore that Hamilton bankers and members of the Chamber had subscribed $12,000 more to build a wooden ware factory and in addition to the above the industrial fund mantained by the board has obligated itself to the extent of $5,500 more, payable upon the employment of a certain number of operatives in these industries for a period of at least three months. Two other concerns still newer are just being launched by the organization.

The statement was made that Hamilton was only keeping pace with other Ohio cities that were making equal sacrifices to induce new capital to locate within their borders. Kenton, Ohio, indeed was cited as a town that will not only give a bonus and a free site, but will subscribe for stock in any concern locating there.

Canton, Ohio, has raised a fund of $70,000 for industrial promotion, while the city of Columbus has secured $200,000 for the same purpose. Davenport, Iowa, has $200,000 for investments in industrial enterprises. Dubuque in that state has formed a corporation capitalized at $150,000 which has the same end in view, while Williamsport, Penn., with its credit guaranty fund of $500,000 has brought into that community in ten years no less then $2,125,000 of new capital.

Many Western cities have already formed or are about to form in connection with their commercial organizations investing companies whose sole purpose it is to finance new industries and these companies purpose not only to subscribe for stocks and bonds but also to lease and erect factory buildings.

There is a lesson in all this for New England. It is not possible for us to grant exemption from taxation, or to give bonuses, but it is possible for us to support with our money the worthy enterprises that we now have and others equally worthy that are not only willing but anxious to come here and dwell among us.

Our New Rooms

THE Worcester Board of Trade ought to rejoice at the completion of the repairs that have for more than four months seriously handicapped and curtailed its activities. The rooms that it has occupied for so many years have literally been transformed during this time, but in addition to these offices it has added others sufficient to give it as complete and adequate an equipment as is possessed by any commercial organization in the East.

It is high time that the Board had such a meeting place. Its membership has more than doubled in the last three years, and its activities have increased more than fourfold. The demands upon it from every source are increasing, unceasing and insistent; it must look forward immediately to a marked increase in its staff, particularly if a traffic bureau is added, a feature which seems imperative in the light of the railroad situation.

Chiefly, however, to the members will the rooms appeal because of their centralness, because of their attractiveness, because of their equipment of books and magazines and writing tables, because of their opportunities for conference and social converse. And this is at the back of all that has been done. Not to add to the pleasure and the luxury of the officers but to add to the pleasure and the luxury of the members, this is the true reason of all these months of effort and the completed result the members now behold. Insofar as the members of the Worcester Board of Trade shall appreciate this fact and make these rooms their business home, just so far will the money expended on these improvements be well expended. Insofar as they refuse to take advantage of these accommodations will the money have been squandered. The rooms are here for your occupancy, for your enjoyment, for your benefit. What use will you make of them?

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Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., December 20, 1911

BANKS.

	Bid	Asked
Mechanics National Bank	150	
Merchants National Bank	187	200
Worcester National Bank	225	
Worcester Trust Company	215	

RAILROAD STOCKS.

Boston & Albany	220½	last sale
Boston & Maine common	99⅞	last sale
Boston & Worcester Elec. common	10½	last sale
Boston & Worcester Elec. pfd	55	56
Fitchburg preferred	127	last sale
New England Inv. & Sec. pfd	95	97
New York, New Haven & Hartford	138	last sale
Norwich & Worcester pfd	214	last sale
Providence & Worcester	271	
Worcester, Nashua & Rochester	149	last sale
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	129	135
Graton & Knight Mfg. pfd	112	115
Norcross Bros. pfd		100
Royal Worcester Corset Co	190	
United States Envelope common	72	75
United States Envelope pfd	113	114
Worcester Gas Light	295	300
Worcester Electric Light	295	
Wright Wire Company common	102	
Wright Wire Company pfd	112	115

BONDS.

Amer. Writing Paper 1st 5s	88¼	last sale
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½%	basis
Crompton & Knowles deb. 6s	5%	basis
Marlboro & Westboro St. Ry. 1st 5s	90	95
Norcross Brothers 1st 6s	102	104
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101
Worcester & Marlboro St. Ry. 1st 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Building Operations for November

City	Cost Nov., 1911	Cost Nov., 1910	Per Cent. Gain	Per Cent. Loss
Atlanta	$416,508	$534,613		22
Baltimore	654,383	420,930	55	
Birmingham	791,806	211,269	274	
Buffalo	606,000	847,000		28
Cedar Rapids	208,000	207,000	1	
Chattanooga	48,880	67,834		27
Chicago	7,174,000	8,282,700		13
Cincinnati	554,990	489,380	13	
Cleveland	1,071,250	1,151,022		6
Columbus	241,979	306,500		21
Dallas	693,873	212,075	225	
Denver	421,300	403,635	4	
Detroit	1,376,675	1,474,885		6
Grand Rapids	231,023	126,635	82	
Hartford	367,044	215,595	70	
Indianapolis	247,970	546,642		54
Kansas City	645,767	1,463,465		55
Los Angeles	1,797,233	2,228,663		19
Manchester	115,197	84,650	36	
Memphis	499,411	475,315	5	
Milwaukee	994,267	853,765	16	
Minneapolis	659,540	785,005		15
Newark	898,964	696,525	29	
New Haven	504,245	489,670	3	
New York	14,473,279	16,820,731		13
Oakland	721,835	659,546	9	
Oklahoma City	85,120	346,820	9	
Omaha	307,817	401,960		23
Paterson	119,024	154,095		22
Pittsburg	639,148	1,011,890		36
Portland, Ore	2,012,985	1,119,205	79	
Rochester	608,635	499,099	21	
St. Paul	780,650	764,108	2	
St. Louis	1,611,662	1,306,623	23	
Salt Lake City	666,400	209,900	217	
San Francisco	1,617,890	992,258	63	
Scranton	108,175	142,251		23
Spokane	167,265	180,745		7
Tacoma	122,697	157,425		22
Toledo	197,915	382,900		48
Wilkes Barre	76,986	164,145		53
Worcester	250,792	258,195		2
Total	$45,788,380	$48,146,669	4⅓	

Current Events

General

Nov. 20. Meyer Bloomfield addresses Public Education Association on "Vocational Guidance."

Mrs. Alexander Bullock chosen treasurer of Worcester Girls' Club to succeed Mrs. Francis H. Dewey.

22. Conference on "Japan and Japanese-American Relations" opens at Clark University.

23. Alfred L. Aiken, president Worcester County Institution for Savings, elected president of Savings Bank Section of American Bankers' Association.

Annual convention of central district, Massachusetts conference, Seventh Day Adventists opens in Castle Hall.

24. Hearing by Massachusetts Railroad Commission at Boston on petition of Boston & Worcester Street Railway Co. for trolley freight franchise.

Report at annual meeting Worcester Agricultural Society that New England Fair netted over $8000.

25. Holy Cross defeats Worcester Polytechnic 17 to 0 in annual football game.

26. Clergy of Catholic Diocese of Springfield subscribe $100,000 for new building at Holy Cross College.

27. Worcester chapter of Chauffeurs' Federation of America organized.

28. Directors of Y. M. C. A. vote to buy property on Pearl Street of Gage and Day estates.

29. Deeds recorded for transfer of property on Park Street to Bancroft Realty Co. as site for new hotel.

Dec. 5. Sidney G. Reeve, ten years professor of steam and hydraulic engineering at Worcester Polytechnic Institute, appointed lecturer in thermodynamics at United States Naval Academy, Annapolis.

6. Worcester County Institution for Savings takes mortgage of $490,000 on property of John E. Day estate.

Edward H. Warren of Boston and Hon. Charles G. Washburn address Worcester Economic Club on "Federal Control of Corporations."

8. George Hopkins and Perry Walton of Boston address Worcester Publicity Association on "Printing and Business Literature."

Capt. Edwin G. Barrett appointed deputy sheriff of Worcester County.

10. Worcester Consolidated St. Ry. Co. secure approval from Massachusetts Railroad Commission for double track on Park Avenue from Pleasant Street to Chandler Street.

11. Committee appointed to organize Worcester branch of New England Business Men's League for the Promotion of a Sound Banking System.

12. Annual convention of Massachusetts State Grange opens in Association Hall.

13. Dr. Harvey W. Wiley, United States Department of Agriculture, addresses Massachusetts State Grange on "The Public Health—Our Greatest Asset."

S. I. Howard begins razing of buildings on site of new Bancroft Hotel, Park Street.

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14. George H. Cooper, Pittsfield, addresses Worcester Board of Trade on "The Truth About the Coal Business."

George E. Dowley, Boston, buys business of Ware-Pratt Co., oldest retail clothing house in Worcester.

Continued hearing at Court House before Auditor James A. Stiles on protest against quality of material used in elimination of southern grade crossings.

15. Annual banquet of Worcester Commercial Travelers Association at Mechanics Hall.

18. Henry M. Witter re-elected president of Worcester Five Cents Savings Bank at annual meeting.

19. Worcester County members-elect of Legislature of 1912 have conference at rooms of Worcester Board of Trade.

George H. Ward, Post 10, G. A. R., with 561 names on roll, yields place of largest post in country to Buffalo.

City Affairs

Nov. 20. David F. O'Connell nominated for mayor at Democratic primaries.

21. George F. Brooks nominated for mayor at Republican primaries.

27. City Council Committee on Streets make annual appraisal of city stables and property therein.

Aldermen adopt new regulations for street traffic.

George S. Coleman, chief of fire department, petitions for retirement, under firemen's pension act.

28. Property owners appear before City Council Committee on Education to protest against purchase of estates adjoining west side of Classical High School.

29. City Council Finance Committee inspect accounts and cash of City Treasurer DeWitt Clinton.

Building permits for 1910 total 1543, amounting to $4,715,867, an increase of $644,361 over 1910.

Dec. 2. Annual water census of Worcester shows population of 156,362.

12. David F. O'Connell, Democrat, elected mayor by plurality of 2033.

14. City Countil Committee on Sewers votes to recommend sewer extensions to cost $9,700.

16. Farewell banquet of Common Council of 1911 at Hotel Warren.

18. Wesley N. Avery elected chief of fire department and Edward L. Janes, deputy chief.

City Treasurer DeWitt Clinton asks proposals for $100,000 Asnebumskit development loan bonds.

Frederick Midgley and George F. Brooks elected overseers of the poor.

Industrial

Nov. 20. Macker Motor Co. incorporated under Massachusetts charter for $16,000.

24. Wallace E. Tillinghast granted patent on new type monoplane.

28. Flint & Barker Co. incorporated under Massachusetts laws.

New England Corset Co. buy brick building formerly used as main factory by Crompton & Knowles Loom Works on Green Street.

Dec. 5. Harry G. Stoddard becomes vice-president and general manager of Wyman & Gordon Co.

6. Wire Goods Co. buy seven acres of land adjoining B. & M. R. R., near Barber's Crossing, from Worcester Art Museum.

9. J. W. Bishop Co. secure contract for brick storage and dry-house for Palmer & Parker Co., Boston.

Ames Plow Co. vacate plant on Prescott Street.

Heald Machine Co. buy large plot of land adjoining present plant, from Morgan estate.

E. J. Cross Co. secure contract to build two brick additions to plant of Bay State Stamping Co., 380 Chandler Street.

12. John P. Kingston draws plans for changes and additions to factory of New England Corset Co. on Green Street.

13. Hammond Co. occupy new building at 110 Franklin Street.

18. Worcester Elastro Co. incorporates under Massachusetts laws for $40,000; Fayette A. Amidon, president.

19. Lunchcart factory of J. J. E. Hennigan, 45 Cutler Street, destroyed by fire.

Necrology

Nov. 20. Thomas A. McElroy, 19 years old, son of Thomas H. McElroy, 18 Ferdinand Street, of gunshot wound while hunting.

27. Rev. Dr. B. L. Whitman, former student at Worcester Academy, former president of Colby Academy and George Washington University, 49 years old, of heart trouble, in hospital at Seattle.

29. Homer R. King, Tatnuck, widely-known cattle dealer, 65 years, 5 months and 25 days old, of peritonitis, at Memorial Hospital.

Dec. 10. David Hinckley, 78 years, 3 months and 10 days old, employed 56 years by Ames Plow Co., of heart disease, at his home, 59 Highland Street.

11. William A. Conway, 57 years, 10 months and 26 days old, many years engineer for N. Y., N. H. & H. R. R., of nephritis, at his home, 45 Penn Avenue.

13. Charles E. Sanford, 71 years, 4 months and 16 days old, founder of Sanford & Putnam Co., of paralysis, at his home, 46 Richmond Avenue.

15. James O. Robinson, 56 years, 2 months and 20 days old, of apoplexy, at his home, 498 Park Avenue.

16. John H. Donnelly, editor and manager *Worcester County Weekly Record*, aged 46 years, of Bright's disease, at his home. 50 Uxbridge Street.

17. Henry Reed, 85 years and 5 months old, janitor of Downing Street school, of pneumonia, at his home, 35 Downing Street.

Importance of Proper Description of Merchandise Offered for Exportation

Exporters, manufacturers preparing material for exportation, and transportation companies carrying merchandise of this character will be interested in a circular just issued by the Bureau of Statistics, Department of Commerce and Labor. It calls the attention of persons forwarding merchandise from the interior for exportation at the seaboard or border ports to the importance of accompanying the same with a proper and detailed description. The official "Export manifest" supplied to the collector of customs by the export agent or other person at the port at which the merchandise leaves the country is necessarily the sole reliance of the collector of customs for the description which he forwards to the Bureau of Statistics, and upon which that Bureau must base the information which it gives to the public regarding the character of merchandise exported. Thousands of copies of this circular are being distributed to exporters, a large proportion of them being forwarded by the transportation companies and export agents. It is the desire of the Bureau of Statistics that all persons engaged in or contemplating entering the export trade should carefully study and comply with the law and regulations governing the description of exports. The importance of a thorough understanding of this subject is illustrated by the following extracts from the laws and regulations quoted by the circular letter in question:

"The merchandise must be described in specific and not in general terms. Such designations as 'fruit,' 'provisions,' 'groceries,' 'meats,' 'canned goods,' 'hardware,' 'machinery,' etc., or any other general term must not be used.....The quantities in all cases where practicable.....must be specified." (Customs Regulations 1908, Art. 1606.)

"Agents of steamships, transportation companies, and others at points of shipment on the seaboard to whom is consigned merchandise on through bills of lading, or otherwise from interior ports for export, should require the owner or shipper at the interior or initial point of shipment to accompany the merchandise with a list thereof or transmit by mail such list to the consignee or agent who is to clear the merchandise at the seaboard port for his information in preparing a proper manifest for the clearance of the goods. This list will show the kinds, quantities, values, and country or ultimate destination of the articles." (Customs Regulations 1908, Art. 1607.)

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, ALBERT L. STRATTON.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

Directors.

CHARLES PERKINS ADAMS, DANIEL E. DENNY, CHARLES E. HILDRETH,
GUSTAF A. BERG, FRANKLIN B. DURFEE, ALBERT H. INMAN,
ERNEST P. BENNETT, HERBERT H. FAIRBANKS, CLINTON S. MARSHALL,
EARLE BROWN, FRANK S. FAY, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARCUS L. FOSTER, ARTHUR W. PARMELEE,
ARTHUR C. COMINS, S. FOSTER H. GOODWIN, CHARLES T. TATMAN,
EDWARD M. WOODWARD. WILLIAM WOODWARD.

Executive Committee.

LOUIS H. BUCKLEY, ALBERT H. INMAN,
DANIEL E. DENNY, CHARLES T. TATMAN,
EDWARD M. WOODWARD, *ex-officio.*

Membership Committee.

MICHAEL W. DONAHUE, *Chairman.*
JULIAN F. BIGELOW, BURT W. GREENWOOD,
J. HARVEY CURTIS, JAMES F. HEALY.

Committee Chairmen.

Advisory: RUFUS B. FOWLER.
Agriculture: J. LEWIS ELLSWORTH.
Banking: WILLIAM WOODWARD.
Banquet: ARTHUR C. COMINS.
Building Laws: GUSTAF A. BERG.
Education: HERBERT H. FAIRBANKS.
Foreign Trade: ERNEST P. BENNETT.
Housing: ALBERT H. INMAN.
Insurance and Fire Protection: ARTHUR C. COMINS.
Legislation: DANIEL E. DENNY.
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Meetings and Receptions: HENRY A. MACGOWAN.
Mercantile Affairs: CHARLES PERKINS ADAMS.
Municipal Affairs: EARLE BROWN.
New Enterprises: FRANKLIN B. DURFEE.
Peace and Arbitration: CHARLES T. TATMAN.
Publication: GEORGE F. BOOTH.
Public Health: S. FOSTER H. GOODWIN.
Statistics and Information: MARCUS L. FOSTER.
Taxation: CHARLES E. HILDRETH.
Transportation and Railroads: LOUIS H. BUCKLEY.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLARD E. FREELAND.

Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

December Meeting of Directors

Important Committees' Reports; Action Taken upon Methods of Securing More Publicity for Worcester and Worcester Products; Reports Received on Transportation and Railroad Matters; Plan for Entrance Grand Trunk Railway Exhibited; Other Matters Referred to Committees.

The Directors' meeting of the Worcester Board of Trade was held Thursday evening, Dec. 7, at 8 o'clock. Present: President E. M. Woodward, Vice-president Albert H. Inman, Messrs. Daniel E. Denny, William Woodward, Charles Perkins Adams, Ernest P. Bennett, S. F. H. Goodwin, Charles H. Norton, Arthur C. Comins, and Marcus L. Foster, a quorum.

The records of the last regular and special meetings were read and approved.

The secretary made a report for the Committee on Manufactures recommending that the secretary be instructed to communicate with the owners of the property along the lines of railroads in this city, not now equipped with signs, asking them to place suitable signs upon their buildings. The report was accepted and adopted.

The secretary made a report on the hearing on the minimum wage scale attended by him as a delegate from this Board. He stated that the commission having this matter in charge claimed it had formulated no plan for the establishment of a minimum wage for women and that the weight of all the evidence submitted at the hearing in Boston was against the practicability of such a scheme.

Mr. Comins made a report for the Washington Square Committee on the status of that proposition, and it was the sense of the meeting that the several directors make an effort to see every member of the city government at once and urge upon them the immediate necessity of taking the railroad land, as the first step in carrying into execution the modified plan for beautifying Washington Square endorsed by this Board. A canvass was made of the names of the members of the city government, and the directors present agreed to communicate with them either in writing or personally.

The Committee on Statistics and Information, through the chairman, Marcus L. Foster, made a report recommending the adoption of a sticker, in the form of a green and gold seal, to be used on the backs of envelopes for publicity purposes advertising Worcester. It also recommended that the directors authorize the secretary to secure the use of these stickers as extensively as possible by Worcester concerns, it being understood that each concern pay for the number it orders from the manufacturers, the Dennison Tag Co. of South Framingham. The committee also recommended to the directors the adoption of a pennant design, which was submitted, to be known as the Worcester Board of Trade pennant, for use by automobile owners on their machines. The report was accepted and adopted.

The Committee on Legislation, through its chairman, Hon. Daniel E. Denny, submitted a report containing the following resolution:

Whereas the United States Corporation tax law requires all corporations to make returns of their business operations for each year, ending Dec. 31, to the government and

Whereas many business concerns are in the height of their activity through the winter months, and it is essential that their fiscal arrangements be so adjusted that they can make their annual balance sheets and take their annual inventories at a time when the rush of the year's business is at an end, and

Whereas, by reason of such business conditions, returns can be made by such concerns as of Dec. 31 only at serious disturbance of their business and at great inconvenience and expense, and

Whereas no reason has been advanced why the law shall not be amended so that the collection of the tax may be distributed through the year, and

Whereas there is practically a unanimous desire among business men that the law shall be recommended, be it

Resolved, by the Board of Directors of the Worcester Board of Trade that the Federal Corporation Tax law should be so amended as to permit corporations to make their returns as of the close of their individual fiscal years, and thus to relieve them of the unnecessary hardship at present imposed, without obstruction to the proper operation and purposes of the law, and be it further

Resolved, That proper representations upon this subject be made to Congress and that it be urged to amend the Corporation Tax law in the manner indicated.

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The committee reported that it had laid on the table the resolutions emanating from the Boston Chamber of Commerce concerning the proposed Massachusetts Income Tax Law, and had voted to instruct the secretary to have copies made of the original documents concerning said law and to send one set of copies to each member of the committee for further study.

The committee also reported that it had laid on the table resolutions from the Rochester Chamber of Commerce concerning business conditions, and had made the same disposition of the petition of the T. J. Stewart Co., Bangor, Me., concerning the tariff on lemons. The report was accepted and adopted.

A report was submitted of the last meeting of the Executive Tariff Committee of the Eastern Commercial organizations by Mr. A. C. Lorion, delegate from this Board. Meeting was called for discussing the recent advance in Colorado-Utah rates, and Mr. Lorion stated that as a result of the conference a new list of rates was to be made up, based on the rates from Chicago, which would be much more satisfactory to Worcester shippers. He also stated that the matter of excess baggage was considered and a new proposition made which he thought would be approved by the New England lines. The report was read for information.

A communication was received from Dr. R. J. Ward, secretary of the Medical Milk Commission, recommending the reappointment of Mr. T. Hovey Gage and Prof. Walter L. Jennings as members of said commission from this Board, and it was voted that they be reëlected.

A communication was received from Atty. George H. Mirick transmitting the findings of the State Railroad Commission in the South Worcester station matter, said findings being to the effect that the station should be retained. It was voted that the secretary inquire as to the expenses incident to the effort to secure the retention of this station and report the same back to this Board for their further action.

The secretary stated that he had received acknowledgements from Hon. P. W. Knox, secretary of State; Hon. W. Murray Crane, U. S. senator from Massachusetts; and Mr. Nicholas Murray Butler, all with reference to the receipt of copies of resolutions passed by this Board calling upon Congress to approve of the pending arbitration treaties in their entirety.

A communication was received from the New England Hardware Dealers' Association extending an invitation to this Board to participate in the manufacturers' section in adjoining spaces, at its exhibition to be held in Boston in February. The matter was referred to the Committee on Manufactures.

Resolutions were read endorsing the Panama-Pacific International Exposition to be held in San Francisco, Cal., 1915, and same were laid on the table until next meeting.

A communication from Lindley Z. Murray stating that he was prepared to furnish a stenographic report of the recent express hearing before the Interstate Commerce Commission in New York at the rate of ten cents per folio of one hundred words was laid on the table.

A communication was received from the American Civic Association, of which this Board is a member, asking for the appointment of delegates to the next annual convention to be held in Washington, Dec. 13, 14 and 15; referred to the president with power to appoint.

A communication from the American Embassy Association asking this organization to communicate with Congress, asking that body to expend $500,000 under the Lowden bill for the erection of embassy buildings in the city of Mexico, Rio de Janiero and Tokio, was laid on the table.

Hon. Daniel E. Denny stated that he was desirous of calling together the entire legislative delegation from this county at an early date, preferably Dec. 20, to consider the legislation likely to come before the next session of the general court of interest to Worcester and Worcester County. He stated that the effort to secure the co-operation of the delegation from this city, under the auspices of this Board last year, was extremely successful and that as a result the Worcester members had acted as a unit on all legislation pertaining to this city during the entire session. The directors approved of the plan and authorized Mr. Denny and the secretary to make arrangements for the meeting, and voted the Board provide a lunch for the members of the Legislature who should attend.

The president stated that he had attended a conference and luncheon at the Exchange Club, Boston, accompanied by the secretary, for the purpose of discussing with Mr. Charles A. Morss, a director of the First National Bank, Boston, the feasibility of establishing in this city a branch of the National Citizens' League for the promotion of a sound banking system. He stated that Mr. Sawyer of Stone & Webster, and Atty. E. G. Reed of Boston, all of whom were a committee on this subject, had expressed a desire to have the Worcester Board of Trade take charge of the movement in this city for the creation of this league. He stated that Mr. Morss would be present and address the meeting and that it was that gentleman's desire that the leading bankers and business men of this city be invited to attend. It was voted that such a conference be held, and the president and secretary be authorized to send out notices for the same.

A report was made by the secretary on the status of the attempt to secure the entrance of the Grand Trunk Railway to this city. He reviewed the efforts made by the special committee having the matter in charge to secure a plan of such entrance to be furnished to the officials of the Grand Trunk Railroad and particularly to Mr. E. H. Fitzhugh, president of the Central Vermont Railroad Company, with whom the committee had been in correspondence for some months. A plan drawn showing a proposed entrance was exhibited. The secretary stated that a copy of this plan had been forwarded to Mr. Fitzhugh at his office in Montreal, and a letter was read in which he acknowledged receipt of same. The report was accepted as a report of progress.

A communication from President Joseph S. Dinand, S.J., of Holy Cross College, to Mr. Michael W. Donahue, chairman of the Membership Committee, making application for membership in this Board and expressing his appreciation of the opportunity to enroll himself in its membership, was read for information. The secretary stated that the present membership of the organization was 1049.

A lengthy communication was read from Mr. James F. Gallagher of Toronto, Can., stating that he represented a concern which was anxious to locate in this city for the manufacture of plastic material, and which desired to raise $500,000 for that purpose. The communication contained a report from the chemist of the company, Prof. O. W. Pickering. The matter was referred to the Committee on New Enterprises.

Adjournment followed.

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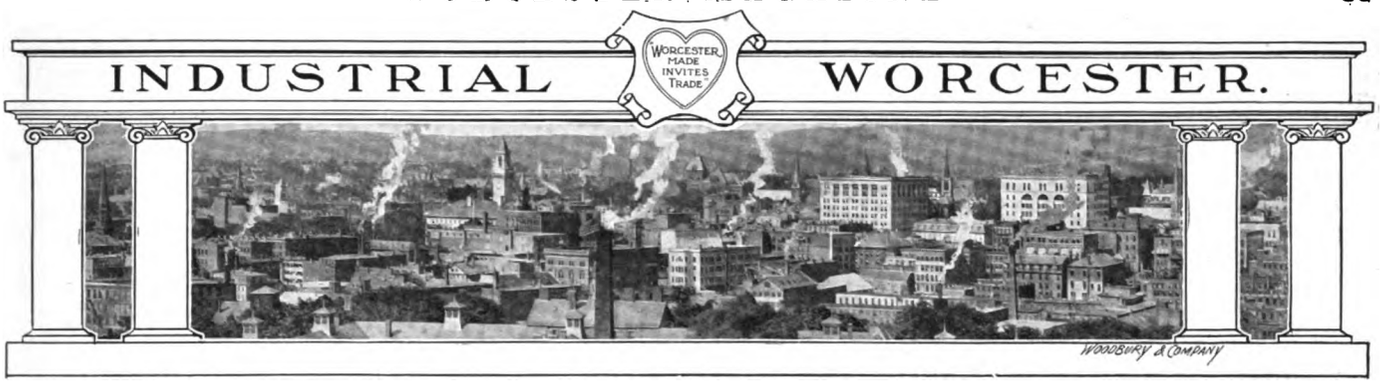

New Laboratory of Brewer & Co.

On Arctic street has arisen during the last few months a well-built factory which will be used by Brewer & Company for the manufacture of the many products that have made the name of this big drug and chemical house known from the Atlantic to the Pacific.

The building is of heavy mill construction, of brick and timber, and measures 73 by 114 feet. It is four stories high with a basement, This basement has a concrete floor and is so well lighted, in common with the rest of the building, that it practically makes a fifth story. In this basement will be installed the huge vats for making the heavy chemicals and other mill supplies of which the concern ships hundreds of carload lots yearly. In each front corner of the building are the stairways enclosed in brick walls. Access is gained to the various floors through fire doors. The elevator in the center of the Arctic street front is similarly constructed and protected. In this is installed a plunger freight elevator designed to carry heavy loads. The roof is of gravel and one section of the top floor, where the syrup making will be done, has a bitulithic surface.

The structure is equipped with a high-pressure boiler for heating purposes and with a complete system of automatic sprinklers for fire protection. Power will be secured by installing electric motors. The building was erected by the E. J. Cross Company.

Brewer & Company will continue to occupy the fine building at Front, Commercial and Mechanic streets, which occupies the site of the original establishment, founded sixty years ago. The new factory was made necessary by the really remarkable growth of this prosperous concern.

To the uninitiated, a trip through the Commercial street building furnishes one of the most interesting and instructive lessons in efficiency and organization to be found among Worcester's hundreds of factories with their millions of diversified products. The top floor is the main laboratory. Here the serried ranks of bottles and cans, boxes and barrels, arranged in orderly fashion and stretching row after row until they are lost in the far perspective give an impressive idea of the magnitude of the manufacturing end of the business.

In a separate room at the Front street end, are several emulsifiers and powder making machines that turn out varied mixtures with the perfection of product that characterizes the machine methods of to-day in contrast with the hand methods of former generations.

Next to this room is a department where such mixtures as "beef, iron wine" are compounded in barrel lots. Opening from this room is the department devoted to the making of perfumes. Here are shelves loaded down with glass jars holding the expensive pieces of wax in which are imprisoned the odors captured from the petals of the flowers that have made Grasse and other European towns known the world over. Here too are bottles of synthetic oils that so closely imitate the scents of Nature's products as to defy detection. Here, too, one gains an idea of why perfumes cost so much. Oil of jasmine at $120 per pound and extract of musk at $19 per ounce give some conception of what a treasure house this room really is.

The making of essence and extracts is a big item in the Brewer business. In the perfumes and essences, cologne spirits is used in place of alcohol because of its superiority.

In another room is a clever device for the packing in papers of the powders so familiar to drug store patrons. A clever machine automatically measures the powder and deposits it in the paper wrapper held by one of a group of girls. The filled paper is dropped upon an endless belt and carried down the center of a long table to be deftly seized and folded by others of the group whose swift fingers perform their task with marked celerity. Every minute or two the first operator places a paper upon a test scale to see that accuracy in the measuring is being maintained.

Another interesting room which is kept constantly locked is the poison room, another treasure house in point of monetary value. Here is kept a complete record of every bit of poison dispensed and the manner of its use. This record extends back many years and has proven its value several times in the history of the business. While everyone understands the necessity for accuracy and careful checking in a pharmaceutical laboratory, it is comforting to the uninitiated to see at first hand the many safeguards that this old concern has installed in every department of its business to check the liability to error by the human equation.

The big main laboratory with its long array of percolators, steam jacketed kettles, still, steam bath, labeling machines and bottling benches is worthy of an article by itself, its manifold activities being of too great a scope for this short sketch.

In this department are made many proprietary medicines and thousands of specialties compounded from physicians' private fomulas — a branch of the work in which Brewer & Company have earned a well-merited reputation for excellence.

The chemical laboratory is one of the important parts of the manufacturing end — perhaps the most important — for here all the drugs and chemicals are assayed and tested for purity and brought up to the U. S. P. standard. Here lynx-eyed investigators make sure that the quality is right and every employee seemed anxious to impress the writer with the idea that it is the quality that is making the business of the concern expand with the rapidity that is marking its present career.

Every employee who works on the compounding of medicines in the pharmaceutical laboratory is a registered man and a college graduate. In the very center of affairs is a bookcase with a large number of volumes on chemistry and pharmacy together with the latest magazines published in the interest of the pharmaceutical trade.

This last item leads the writer to digress for the moment to a word about the policy of education pursued throughout the entire establishment. The most striking manifestation of this is found in the school for employees. Twice a week a group of about thirty-five men and boys assemble to receive instruction from Mr. Mead, the head pharmacist, and Mr. Nahikian, the head chemist. Once a month a lunch is enjoyed and at this assembly some other department head or some member of the executive or sales staff speaks on some phase of the Brewer business. "In Worcester, we aim at excellence" and this progressive concern realizes that efficiency and broad business knowledge are the foundation of excellence.

Constant effort is made to maintain the highest standard in product. The equipment in chemical laboratory and pharmaceutical laboratory is complete and the new factory will be likewise equipped with the latest machinery and mechanical devices. All the water used is distilled in the plant. A record is kept of tests and experiments and it is stated that all purchases are made with the one point in view of obtaining the best products on the market.

An interesting branch of the work found on the floor below is the tablet making. Ten automatic machines are here turning out with bewildering rapidity tablets in various sizes and shapes. In the month of December, 1911, over 2,300,000 tablets were made in this room. The writer was informed that one order alone now in process calls for 3,000,000 bichloride tablets for use in milk analysis by the milk inspectors of New York state. In an adjoining room is the capsule department, a recent addition. This is in charge of the man who made the first gelatine capsules ever turned out in an American laboratory.

Another department of the business is the manufacture of trusses and elastic stockings and belts. The weaving of elastic fabrics is done on an interesting and unique type of handloom and a high degree of skill is required of the operators to insure the required perfection of fit in the finished pieces, as these are made to fit each individual case. This branch which is conducted under the name of the Worcester Elastic Stocking & Truss Co., shares in the general prosperity of the business.

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NEW BREWER & CO. LABORATORY ON ARTIC STREET

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GATHERING OF BREWER & CO. SALESMEN AT WORCESTER, DECEMBER 31, 1911

All the printing of the firm is done in its own print shop where seven jobbing and one cylinder press are kept busy.

Some conception of the growth of the manufacturing branch of the business is gained from the statement made by the firm that essences are now made in 200 gallon lots where they were made in 5 gallon lots ten years ago and where fluid extracts were made in 5 pint lots, they are now made in 15 to 25 gallon lots.

In the basement is the stock room where a tramway facilitates the moving of loaded trucks from the elevators to the various alleys piled high on either hand with boxes and barrels.

On the street floor is the retail department, the oldest of the various branches and the one whose prosperity made the rest possible. The wholesale offices are on the Commercial street side and is a busy place with its staff of department heads, resident salesmen and buyers. On a mezzanine floor above is the accounting department and private offices. Here is a staff of thirty-five employees who are in constant touch with every department through a branch telephone exchange with forty-five stations and a Lamson tube carrier system.

In the new factory will be located one of the largest peroxide plants in this country. Here, too, will be a plant of considerable size for the manufacture of syrups and soda fountain supplies. The balance of this plant will be devoted to the making of heavy chemicals and mill supplies, the sale of which is one of the heaviest and fastest growing branches of the business.

A thriving business, it is stated, is done with New England mill owners in the sale of starch, red oil, alkalies, bleaches, mineral acids, lubricating oils, paints, varnishes, brushes and other painters' supplies, rubber packing and hose, coarse and fine salt and many other materials that enter into the making of our New England products. Many of these supplies are sold in carload lots and the firm's purchases are made almost in train loads, so large is the volume of business. The last shipment of salt received by Brewer & Company comprised eight carloads — indicative of the hold of Brewer & Company in their home territory, for the sale of mill supplies is confined almost wholly to the six northeastern states.

The present concern of Brewer & Company was founded in 1852 by William Bush, who conducted on the site of the present retail department, a retail establishment that was in considerable measure a botanical store. In 1878 Mr. E. Avery Brewer, the present head of the business entered the employment of Mr. Bush. At that time the working staff included two clerks and a boy. A wholesale business in essences and similar products was carried on and a beginning had been made in the manufacturing of proprietary medicines.

In 1887, Mr. Brewer bought a half interest in the business which continued to show a steady growth. The firm became Bush & Company and the business was conducted under this title for several years following 1893, when Mr. Brewer bought the interest of Mr. Bush in the business and became sole owner.

In 1896, owing to some changes planned in the building then occupied, the business was moved temporarily to Mechanic street. Just at this time the city decided to widen Commercial street and this prevented the consummation of these plans. Mr. Brewer leased for six months the present Sherer store at the corner of Front and Commercial streets and began at once the erection of a new building on the site of the original store — the section now occupied by the retail department. At this time the firm name was changed to Brewer & Company. In 1897 another story was added to this building. In 1906 a second building was added, making one big building with frontages on Front, Commercial and Mechanic streets. This building is of yellow brick and contains five stories and basement,

Further expansion became necessary and about ten years ago. the building on Blackstone street, now leased to the Butts & Ordway Company was taken over. A storehouse and stable was also erected in the rear of Chatham street.

In 1900, a storehouse measuring 60 by 125 feet was erected on land leased from the Boston & Albany R. R. Two years ago a lot measuring 70 by 210 feet was purchased on Arctic street and on this a wooden storehouse was erected with a foundation designed to carry a brick structure later on. On this lot stands another large storehouse and the new four-story factory.

The growth of the manufacturing department has been steady from the start and during the last five years has gone forward with ever-increasing strides. A few months ago, the old manufacturing concern of Billings & Clapp, Boston — a firm known to pharmacists in every section of the United States — was bought and the business brought to Worcester. All the machinery was brought here and all the employees, even the traveling men — truly a representative Worcester way of increasing our industries.

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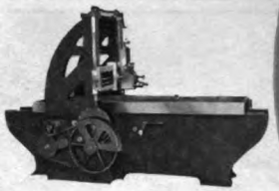

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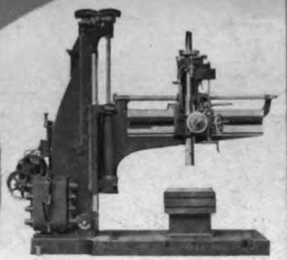

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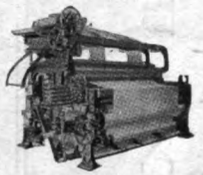

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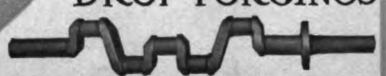

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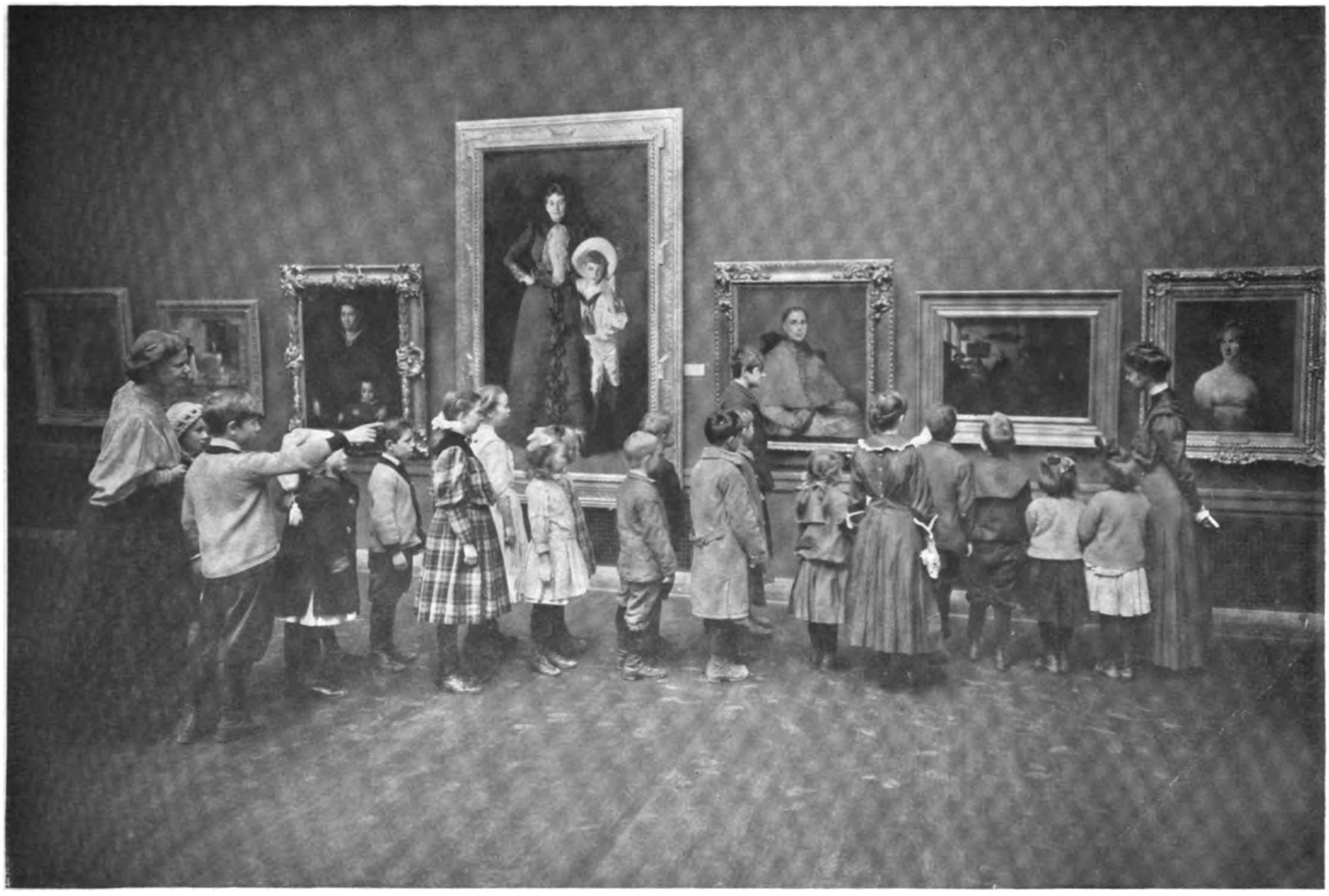

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The WORCESTER MAGAZINE

The Thraldom of Massachusetts Cities

A Paper Read Before the American Civic Association at Washington in which the Author Points Out the Danger in Disintegration of Local Government and the Increasing Assumption of Authority by the State Legislature

By Harvey N. Shepard

WHEN anyone who is familiar with the early history of Massachusetts compares the legal position of its towns then with what it now is, he well may wonder if it is the same commonwealth. The contrast between their freedom before the Revolution and their present subjection is startling, and with very few parallels in history. Most of the towns are older than the State government, and their powers came not under any grant from it, but by virtue of the right of local self government, which was brought over from England by our ancestors, and which rests upon the Magna Charta. Town government was recognized by the State; it was not created by it.

Under the Colony Charter, and under the Province Charter, the powers of the town were limited only "by the opinion of the inhabitants as to what was best to be done." Our supreme judicial court has said: "They would seem to have been independent democracies." To these little democracies, more than to anything else, are due the supremacy of the British in America, and the failure of the French to hold their own during the long struggle for the possession of Canada. In the next and harder struggle, that with Great Britain itself, the towns again had a decisive part. When Francis Bernard, the royal governor, obedient to his instruction from home, prorogued the assembly and left the province of Massachusetts without a legislature, the king and his ministers thought that by this course they had deprived the patriots of their opportunity for concerted action, and that they would nip in the bud the incipient rebellion. And so it would have proved had it not been that the towns were the real fountains of power, so that in place of one general assembly, the royal governor found that he had to deal with an hundred local assemblies, small indeed for the most part, but self reliant, aggressive, trained to the consideration of public affairs and ready for action.

Ambassador Bryce, in his illuminating analysis of our institutions, says that the town meeting is the most educative of our institutions, and has been not only the source but the school of democracy. De Tocqueville says: "Local assemblies of citizens constitute the strength of free nations. Municipal institutions are to liberty what primary schools are to science, they bring it within the people's reach; they teach men how to use and how to enjoy it. A nation may establish a system of free government but without the spirit of municipal institutions, it can not have the spirit of liberty.

"But now in Massachusetts a town in most respects, and a city altogether, is in a position of utter helplessness. As a creature of the Legislature, a city has no other powers than those which are enumerated in the laws which create it. Doubt is resolved against it and the power is denied. Its legal standing is that of an infant or of an idiot or of a lunatic. It can do no act, and can make no contract, not expressly authorized; and all acts beyond the powers expressly granted are void.

"A town or a city can not defend against encroachment its own boundaries or even its own existence. The Legislature can change the boundary lines according to its own views of public expediency. Although the constitution provides that no city government shall be erected in any town without the consent of the inhabitants of the town, a town may be annexed to a city already established, for "the power to create, change and destroy municipal corporations is in the Legislature. It may amend their charters, enlarge or diminish their powers, extend or limit their boundaries, consolidate two or more into one, and abolish them altogether, at its own discretion."

The celebrated Dartmouth College case, by its construction of the federal constitution, incorporated into American jurisdiction the principle, which has been attended with such important consequences, that privileges and franchises, granted by legislative act to a private corporation, when accepted, constitute a contract, and hence a law altering the charter of such a corporation is unconstitutional. But the charter of a municipal corporation is in no sense a contract between the State and the corporation, and the power of the Legislature over it remains supreme.

During the Indian and French wars, and also during the war of the Revolution the towns of Massachusetts again and again raised and equipped soldiers and built and maintained forts, and nobody questioned their right and their duty to do so. But early in the last century a different opinion began to appear. In the war of 1812 with Great Britain, the enemy were destroying property in places near to Fairhaven, and this town was in immediate danger. So the people came together at a regular meeting and voted unanimously $1,200 for defense. But the court held the vote to be illegal, and that the town could not protect and defend its own inhabitants. So a citizen, who furnished cattle to British officers at the

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request of the selectmen of the town, in order to prevent the burning of the town, can not recover any compensation therefor, since the protection of the town was no concern of its selectmen. Neither can a town raise money for the uniforms of a company enlisted from its inhabitants, and therefore a vote to raise $500 for that purpose is void.

In order to help the government to put down the Rebellion the town of Scituate voted to pay to volunteer soldiers belonging to the town, who were mustered into the service of the United States, ten dollars a month during such service, but the soldiers never got the money, since not only was the vote of the town illegal, but a statute which confirmed all acts of towns in agreeing to pay bounties for soldiers furnished by them for the war did not make this vote valid, because there was nothing to which this statute could apply, the vote itself being void.

Some years ago it was proposed to annex the town of Brookline to Boston, and, since under our peculiar law the private property of the inhabitants of a city is liable for its debts, some of the people of Brookline very naturally objected to the annexation and, in fact, a majority of the inhabitants were opposed to it, but the town could not appropriate any money to prevent it because a change of boundaries depends exclusively upon the Legislature, and it does not require the assent of the city or of the inhabitants of the territory annexed, towns in Massachusetts being mere instrumentalities by which the Legislature administers certain laws within particular limits, and what those laws shall be and within what limits a town shall exercise these powers, is for the Legislature to determine, and in the determination the city or town has no interest.

The public property of a city, such as its streets, although built and paid for and kept in repair by it, does not belong to it, as the property of an individual belongs to him or of a private corporation to it, but is subject to the authority of the Legislature to transfer it and to confiscate it, against the will of the city and without any compensation therefor.

The streets can be used only for such purpose and in such manner as the Legislature has authorized. Boston licensed a man named Morrison to keep a lunch wagon upon one of its squares in the night time. Complaint was made against him, and he showed the permit by the board of aldermen, but the court said that neither the permit nor the municipal ordinance under which the permit was issued could afford him any protection. A city can not require compensation for the use of its streets, nor, in granting a location to a street railway company, impose a condition regulating fares. It can not prohibit the distribution of handbills and of other papers upon its sidewalks, or grant permits for parades and processions, or adopt rules for the regulation of itinerant musicians, or prescribe a sum which shall be paid to open its streets for laying pipes and wires, or collect reasonable compensation for the injury to its streets by excavations made therein. Boston tried to obtain authority from the Legislature to follow the practice of European cities and make a charge for street privileges, and tried in vain until this year, when the Legislature passed an act that the various departments may establish reasonable fees, provided that the charge for a permit to make excavations in any street or sidewalk shall not exceed fifty cents.

It required a special statute for the city of Worcester to permit the Worcester Bleach and Dye Works Company to build a bridge across one of the streets to connect buildings on opposite sides of the street, and another for the city of Haverhill to construct a footway from one part of the city across the Merrimac River to another part of the city, and another for Boston to construct a street from one of its avenues across one of its parks to connect with another of its streets, and the State directed this to be done by the executive department without the concurrence of the council. The Legislature, this year, directed a state commission to construct a street from a certain point in Boston to the boundary line between Boston and Dedham, and that all damages assessed, together with interest and costs, shall be paid by the city. The State has ordered the paving of certain specified streets.

The Legislature may take from a city all control of its streets and may provide for work upon them, at the expense of the city, but through other agents than those appointed by it. If a bridge has been built, and is maintained by several towns, the Legislature may release some of them from the charge and make the others liable for the whole of it. The Legislature may authorize a street railway company, or a gas company, or an electric light company to occupy the streets in a city, even if owned in fee by it, without its consent and without payment to it. In this way a large proportion of the streets in the cities of Massachusetts are given over to private corporations, and the locations can not be revoked without the consent of the State. The Boston Elevated Railway secured in this way its original location and its subsequent extensions.

If a gas company is dissatisfied with the location granted by any city or town, it may appeal to a state board, " who, after such hearing and notice as they shall deem proper, may grant to the company reasonable locations . . . in the streets, lanes and highways of said city or town." As an example of the faulty and partial legislation under which we suffer let me cite an act which extends the Elevated Railway System from Boston to Everett and Malden. It took effect upon its acceptance by the cities of Everett and Malden and by the Railway Company, but Boston was not permitted to express an opinion. The Legislature gave to a street railway corporation the right to occupy the principal streets of Boston under conditions which are beyond the power of the Legislature itself to change. It gave to two steam railroads the right to construct a union station and, as incident thereto, ordered the city of Boston to close certain of its streets and to change other streets at its expense, without compensation. It has directed the construction of tunnels and subways in Boston, and has authorized its commission to use the public ways, lands, embankments and parks of the city, without compensation, and in the name of the city to contract with the Elevated Railway, if the railway consents thereto, but the consent of the city is not asked, " for the sole and exclusive use of the subway for the company for the running of its cars therein, and for other purposes, for a term of twenty-five years."

Boston spent a large sum of money, and tore down many buildings to lay out Scollay Square to improve the means of transit in that vicinity, and, when the state transit commission proposed again to erect buildings in the square in connection with the subway, the aldermen requested the commission to secure a building on either side of the square and reconstruct it for a subway station, and the commission refused the request. The city, in order to preserve the Old State House in a condition

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worthy of its importance as an historic building, declined to renew the leases of its tenants when they expired, and so loses every year a considerable revenue. This same transit commission, however, has taken possession of most of the street floor of this building and has leased it to the Boston Elevated Railway Company. Neither of these things would have been done if Boston could control its own streets and buildings. The situation in Boston is especially bad, as it has no control over any one of the big public corporations within its limits, the transportation, gas and electric companies all having their authority from the State, so that one never knows when a street will be dug up and its expensive repairs destroyed. The present mayor is said to have characterized as a stupid arrangement the lack of uniformity in the placing of wires beneath the streets, electric light wires going down one day and telephone wires another, and to propose a municipal conduit for all the wires at a fair rental, an excellent idea, which the State already has refused to allow.

Most states recognize the city's rights in its streets and public places, and in several states street railways, telegraph, telephone and electric light lines, and gas, water and steam heating plants can not use the streets without the consent of the city. In New Jersey no rights in the streets may be granted unless a petition stating the details is filed and public notice given before the enactment of an ordinance. Such rights then may be granted for twenty years, and if a longer franchise is desired, the matter must be submitted to a vote of the citizens. But in Massachusetts, the repairs upon any railroad, or addition to its rolling stock, or location of its waiting rooms, or change in its fares, or in the mode of conducting its business is within the jurisdiction of a state commission, and no regulation of a city or town affecting the maintenance or operation of a line for the transmission of electricity for light, heat or power, extending to some point in another city or town, is good until approved by the state board of gas and electric light commissioners.

To carry on the various branches of government, buildings are necessary for its officials in performing their duties. But the city can not erect any other than strictly official buildings. It can not build a theatre or a social hall, or any other place of recreation, or put up a statue or a monument. But it may build a market house, and in deciding this question the court found it necessary to depart, at least a little, from the doctrine that cities are altogether creatures of the Legislature, without any power except so far as it is expressly conferred upon them. For like reasons a city may erect a hall for political rallies and may make expenditures, though not within the terms of the statutes, for reservoirs to supply fire engines, for a public clock and for hay scales, burial grounds and wells.

It can not use its school buildings for social centres, as is done with such large gain in more than an hundred cities of other states and in nearly all the cities of Europe. The Legislature last year, however, has given permission, not to the city government, but to the school committee, to grant the temporary use of halls in school buildings for public or educational purposes. Take this statute of the present year as an example of our complex administration: "The park commissioners of the city of Boston are hereby authorized upon the request of the schoolhouse commissioners of the city, with the approval of the school committee of the city, to permit the erection of a building for the High School of Commerce within the limits of the Back Bay Fens in the city of Boston."

The necessity to go to the Legislature again and again, for power to build, naturally has led the Legislature, in place of giving the city general authority, sometimes to direct specifically who shall do the work and sometimes to proceed itself to do the work. Many public buildings of Boston have been erected in this manner, in complete independence of its municipal administration. A recent act appoints, in the city of Haverhill, a commission, names its members and directs them to erect upon a specific lot of land an high school building at a cost not to exceed $350,000. There has not developed, however, any such financial waste as has appeared elsewhere, in the construction of the City Hall in Philadelphia, for instance, by a commission appointed by the governor. Its extravagance led the constitutional convention of 1873 to forbid the Legislature from "delegating to any special commission, private corporation, or association any power to make, supervise, or interfere with any municipal improvement, money, property, or effects, whether held in trust or otherwise, or to levy taxes or perform any municipal function whatever." Similar provisions have been inserted in the constitutions of other states.

A Massachusetts city can not engage in any trading enterprises, and even the Legislature can not authorize it to buy coal and wood for sale to its inhabitants, no matter how necessary these may be to life itself. Moreover if a city gets permission to enter upon some enterprise, a water supply for instance, it has no assurance whatever that it will continue. Boston furnished itself with excellent water at a cost of several millions of dollars, but the State took over both the supply and the plant without asking the consent of the city.

A franchise to establish and operate ferries, water works, gas works, electric plants, or street railways is a contract, if granted to an association of stockholders constituting a private corporation, and is protected by the constitution, but it is not a contract if granted to an association of individuals constituting a city, and is not protected by the constitution, or by anything else, and may be taken without compensation at the pleasure of the Legislature. It is only a law which may be amended and repealed by the Legislature as it sees fit, without regard to the wishes of the people affected by it.

It certainly is an anomaly that a private corporation may perform public functions of the highest importance, such as municipal transit, for example, while the municipal corporation itself, having the most vital interest in that whole matter, is placed at a disadvantage by the laws of the State if it should try, on its own behalf, with the entire approval of its citizens, to render such public services.

Nathan Matthews, when mayor of Boston, represented to the Legislature that the city paid for the lighting of its streets, parks and public buildings, very much more than any other large city of the country, and that by the statutes of the Commonwealth it was prevented from procuring its own gas and electricity for the lighting of its own streets. Besides, under private ownership nearly everyone who uses a sufficient quantity of electric light gets a large discount, in one case 85 per cent. of what the ordinary man, the small customer, has to pay. Contrast this situation with that in Jacksonville, Fla., where all consumers are treated alike, and electricity is sold, as postage stamps are sold by the United States, at the same price, to large and to small consumers.

It now is agreed generally, outside of Massachusetts,

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that the powers of the city, instead of being specified, should be conferred by a general grant to exercise all powers not inconsistent with State laws. In place of its present humiliating position, that a city can do only those few things for which distinct authority has been given, it should be clothed with complete authority to do everything which is not distinctly forbidden. Then, and then only, may we expect that full civic life which is characteristic of the cities of Europe, and then, and then only, may we expect that civic interest which is the only assurance of good government. It would be folly to set forth in detail the things a man may do. The practical method is for the law to enumerate the things a man shall not do. The same rule holds good in regard to local government. Any functions not specifically forbidden by law, should be the right of a city. Like other corporations it derives its existence and its power to act from the State, and this is the only necessary connection between a city and the State. It needs no further assistance. The State's connection with it should begin and should end with its creation, just as an ordinary corporation, once created and granted sufficient power to manage its affairs, has no further need of the State in order to conduct its business.

As all government exists only for the good of the people, the determination of the powers a city should assume rests wholly on the ground of expediency, and its action should not be limited in any direction in which the good of the people would be attained. In an expanding civilization, it is impossible for a city to stand still. New conditions give rise to new needs. What before has been left to private performance may require municipal control.

Nearly all our cities begin their water supply with private corporations. After a time that function is transferred to the city itself, and we now are accustomed to having the city furnish water. This is done either under the authority especially given to each city, as the occasion arises, as in Massachusetts, or under the authority of a general act, as in Kansas, Ohio and Virginia, the act giving financial powers sufficient to make the authority effective. The restricted authority in Massachusetts compels a community to go again to the State for every subsequent improvement or extension. The town of Whitman, for instance, recently asked permission to spend $25,000 in improving its water service, and the town of Methuen $30,000 for a like purpose.

It is inevitable that a city should exercise control over the corporations which furnish public utilities. It also is inevitable, with human nature as it is, that these corporations will enter politics in order to prevent this control from taking forms which they look upon as hostile to their interests, and therefore control, of street railways, for instance, ends, usually, in the control of the city by the street railway. Those cities in Europe, which have exercised most successfully municipal control over such companies, are changing to municipal ownership. So far as the charge of a new experiment is concerned, the principle is the same as that of the operation of waterworks by cities, and of the postoffice by the nation.

The problem in the United States is more complex than in Europe, because, whereas in Europe a franchise is nothing more than a license revocable at will, our constitution forbidding a state to impair the obligation of contracts, or to deprive any person of life, liberty, or property, without due process of law, shackles us in resuming public privileges. Franchises, once granted, are viewed as contracts between the corporation and the city. Any attempt to place additional duties on the corporation is construed as an impairment of the obligation of such contract.

It is not my purpose in this paper to advocate or to oppose municipal ownership and operation of the public utilities, but rather that this is a question for each community to decide for itself, and that it should be perfectly free so to do.

In the matter of its revenue and of the purposes for which it may be expended, the position of a city is one of entire dependence upon the State. It can not, without express permission, celebrate an historical event, such as the Declaration of Independence, or the anniversary of its founding. It can not pay the members of a private company for services rendered as engineman, although the company turned out at fires, and rendered the same services, as the other engine companies in the town. It can not open its schools to children of foreign residents, offer a reward for the apprehension of a person suspected of the murder of one of its inhabitants or the burning of one of its buildings, nor defray the expenses of a committee to attend a convention of American municipalities, where subjects pertaining to the administration of cities are to be discussed, because the " education of the mayor and aldermen upon matters relating to municipalities is not a public purpose."

The town of Natick was unable, without the express permission of the Legislature, to remove the obstructions in Charles River within the limits of the town, and the Legislature allowed it to use only a thousand dollars therefor. Neither could the town of Walpole spend two hundred and fifty dollars for a visiting nurse to its sick and poor, nor the city of Boston pay the widow of one of its employees one thousand dollars on account of his death, nor the widow of one of its aldermen the " salary which he would have been entitled to had he lived to complete his term of service," nor an annuity of three hundred dollars for ten years to the widow of an employee who was drowned while in its service.

After the great fire of 1872 in Boston, the city was ready to advance money to the owners of the land, the buildings upon which had been burned, to help them to rebuild, to secure itself for these loans by mortgages upon this land, and to get its money by the sale of its bonds, and the Legislature was ready to authorize the city to do this; but the court pronounced the proposal to be illegal and that the city could not help its merchants in this manner.

A collector of taxes in the town of Granville was appointed by a writing signed with the names of all but one selectman, who then was absent, but who had agreed with the other selectmen to the appointment, and he could not recover for services actually rendered as such collector.

Only 6 per cent. of the Metropolitan Park area lies within the limits of Boston, and yet Boston is ordered by the Legislature to pay 50 per cent. of the cost and 62 per cent. of the annual charges, in spite of the fact that Boston has parks of its own, built and maintained at its own expense. In the development of the Metropolitan Boulevard system Boston has been given similar treatment. None of these boulevards are situated in Boston, and yet it pays 40 per cent. A state commission built a sewage system and assessed the cost upon certain towns, and one of these towns objected to the payment of its assessment, because the state system was so situated that the town could not use it, but it was obliged to pay

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all the same, as also was another town which already had a system of its own. The so-called metropolitan payments for avenues, grade crossings, water and sewerage and armories are under the supervision of commissioners appointed by the governor, but at the expense of the towns and cities, and without any supervision on their part.

The Legislature, to promote the attractiveness of the State House of the Commonwealth, cleared away a lot of buildings and then required the city of Boston to make compensation to the owners, because " it is within the power of the Legislature in the distribution of public burdens to require any city to bear such share of them as it deems just and equitable."

In the year 1885, Massachusetts passed an act limiting the tax levy in Boston to nine dollars on every thousand dollars of the average value of the taxable property for the five preceding years; and in the same year another act limiting the borrowing capacity, except for water, to two per cent. of valuation. These acts were passed under great pressure and with the expectation that there would be a large saving in the expenditures of the city. Mark, however, the result. The city council proceeded immediately to increase the expenditures so as to exhaust the whole of the possible levy, and ever since has followed a like course. The council naturally makes no distinction between the possible sum from taxes and the possible sum from loans, but considers them together as the amount it is given for city needs, and straightway proceeds to spend it. This should have been expected. If men are told they may spend so much they proceed to spend the whole of the permitted sum. The appropriations therefore become larger rather than less.

Money borrowed within the debt limit usually has gone to purposes formerly paid for from the lax levy, and all large improvements, and not a few of ordinary character, have been met by special loans authorized by the Legislature, outside of the debt limit. The council has learned that if needs arise the Legislature will authorize additional loans. Its members feel little responsibility, as the Legislature has assumed it for them. For instance the Legislature this year authorized the city to spend $100,000 outside the debt limit for a playground. In the ten years preceding the acts of 1885 there was a decrease in the net debt of the city. In the ten years succeeding these acts there was an increase of 90 per cent. In the period from 1890 to 1910 the net indebtedness increased over 257 per cent., and in the same period the assessed valuation of property increased only 69 per cent. November 30, 1910, the net indebtedness of the city stood at the enormous total of $116,259,993.37.

As a remedy for this serious condition the Legislature has not changed the act of 1885, nor has it ceased to order Boston to spend money and to contract debts, and above all it has not permitted Boston to seek and apply a remedy for itself, but it has authorized the governor to appoint another state commission " to investigate appropriations, loans, expenditures, accounts and methods of administration affecting the city of Boston or any department thereof," and to report thereon in January of each year. This is an illustration of the tendency in Massachusetts to special legislation. In place of providing by general act for some inspection or control by the Commonwealth of the financial affairs of all its cities as is done in Great Britain under the auspices of the local government board, by this act the financial affairs of Boston alone are subject to the inspection of a state board.

In making the appointment of city officials subject to a certificate of the civil service commissioners of the Commonwealth Boston again has made an exception, and its officials alone are subject to such control. Another illustration of this besetting evil is found in a statute directing that the names of the candidates for aldermen, not in all the cities, but only in Cambridge, " shall be printed in the order in which they are drawn by the city clerk, whose duty it shall be to make such drawing." The last Legislature passed an act empowering a man to maintain a suit against New Bedford, then pending in the Superior Court " as fully and with the same effect as if all provisions of law relating to the ordering of materials and labor for the city had been complied with."

The limitation of the tax levy has been extended to all cities, with the result that they flock to the State House year after year and beg permission of the State to exceed it, so that the Legislature, and not the city government, has become the final judge of the expediency or necessity of most municipal enterprises. Let me cite a very few of many instances: " The city of Chicopee is hereby exempted, until the first day of January, in the year nineteen hundred and fifteen, from the operation of the acts limiting the rate of taxation in cities." " The city of New Bedford, for the purpose of constructing a new school building, may incur indebtedness beyond the limit fixed by law to an amount not exceeding $140,000." " For the purpose of erecting a building for school purposes, the city of Lynn may incur indebtedness in excess of the debt limit fixed by law, to the amount of $100,000." " The city of Fall River may incur indebtedness outside of the debt limit, for public park uses, to an amount not exceeding $50,000."

A system of local taxation which is satisfactory in a farming community is out of place in a large city. Boston, for instance, should have the power to raise money for its own expenditure by a tax upon real estate alone, if it should deem it expedient to do so. Millions of industrial capital have been driven from Boston because of the oppressive and unreasonable laws of the State, which the city is compelled to enforce. There should be a separation of the subjects of taxation as between the State and the city. Real estate might well be taxable exclusively by the city, because local expenditures add to its value, because the tax is diffused fairly throughout the community, and because the local assessment of personal property has broken down under modern conditions. All European cities long ago abandoned it. Pennsylvania also exempts personal property from local taxation, to the great benefit of its cities. In the Dominion of Canada nearly all local revenue comes from land values, exclusive of improvements. The mayor of Vancouver notes in one year an increase of 30 per cent. in improvements and 80 per cent. in building permits, and explains that if two pieces of property, lying side by side, are under consideration, and one bears a ten-story building, while the other has a four-story building, the owner of the latter must pay the same tax as the owner of the former. In other words, as Mayor Taylor puts it, " instead of fining a man for improving his property, we put the weight of a fine on the man who doesn't. We do not believe that the man who erects a handsome residence or an office building on his lot should be fined for the energy he displays."

A city or town can not control most of its officers and can not remove them for misconduct, because the State calls them its officers and not of the city or town, although

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elected and paid by it. Some years ago, when cattle were kept quite generally in the country towns of Massachusetts, it was the custom to elect in the town meeting an officer called the field driver, whose duty it was to impound any cattle found wandering upon the highways, and the State called even this petty officer its agent, and it was held that the town has no control over him in respect to his observance or neglect of his duty. In another town, at its annual meeting, the inhabitants, after a long debate upon the question whether they would establish a regular fire department, or would elect fire wardens as a substitute, finally chose to do the latter, nevertheless, the selectmen established a fire department, their power to do so being independent of the town. Certain towns own rights of fishing and fowling which have come down to them from Colonial days, and in one of these towns the inhabitants at their annual meeting voted what permits the selectmen should grant during the ensuing year and upon what terms. The selectmen refused to follow this vote, and they were upheld as not subject to be directed, restrained, or controlled by the town. Policemen, of course, are not the servants of a city, their appointment by it merely being a "convenient mode of exercising a function of government." It logically follows that the State may take over the police of any city, as it has done in Boston and two other cities, where the police have been put under commissioners appointed by the governor, all expenses, however, being paid by the city upon their requisition. The last Legislature has gone further than ever before and has passed an act, again applicable only to Boston, ordering its school committee to wholly appropriate a fixed percentage "for the purpose of increasing the present salaries of the teachers in the public schools of the city." It also has ordered the park commissioners of the city of Worcester to perform the duties of the city relative to the management of a certain tract of land in the city, and has abolished the sewer commissioners, the water board, and the surveyor of highways in the town of Peabody, and has established in place thereof, a commission of public works, and, in Boston, has established a board of appeal, and has restricted the mayor in his appointments to candidates nominated by certain designated societies and associations.

The inhabitants of the town of Stratton, at the annual meeting in March, 1906, appointed a committee to investigate the doings of its board of health. This committee made a report, with charges against the board, which report was accepted and adopted, and another committee was appointed to hear evidence upon the charges against the board and to report their findings of fact and their recommendations at an adjourned town meeting. The committee made a report finding the charges proved and recommending the removal of the board for maladministration and misfeasance in office. The report was accepted and adopted, but the members of the board held on to the office, and the court said the town could not remove them.

There are no less than forty separate departments in the city of Boston, some elected by the council, some by the people, some appointed by the mayor and some appointed by the governor. Another distinct department has been established within a few months to have the sole care, custody, management and control of one school. The departments might be grouped or consolidated with great gain in efficiency and economy, but as to many of them the State has expressly forbidden this to be done. The council of Chicago, in comparison, may create departments and at any time abolish or amend them. It required a special act for the city of Springfield to establish for that city a building department, and another for the city of Newton, when the head of any department dies, to appoint the head of another department, or some other person, to perform, temporarily, the duties of the office.

Many departments have become independent, either through the direct appointment of their heads by the governor of the State, or through the Legislature making them distinct corporations, so that they have a being, separate from that of the municipal corporation itself and beyond its power to change. Some of them spend money without check and without regard to the appropriations made by the city council. The trustees of the public library of Boston, formerly chosen by the city council, recently appointed by the mayor, asked the Legislature to make them a distinct corporation. This was done. And when it was a question of building a new library these trustees, as a distinct corporation, not asking the city council, but obtaining authority from the Legislature so to do, made their own contracts and put up their own building.

An apt illustration of the disintegration of our city governments is found in the reported statement of the park commissioners of Boston, that, if the council should make any attempt to disturb them, they would petition the Legislature to take away the control of their department from the council. We see frequently the representatives of one department appear before a committee of the Legislature advocating something which is opposed by the representatives of some other department, or by the officers of the city, and it has happened more than once that the mayor himself has met with opposition before legislative committees from officials supposed to be under his jurisdiction. It also has happened that when the mayor and the council do not agree both appeal to the Legislature. This was the case when the last charter was imposed upon the city. Recently the council failed to adopt the recommendation of the mayor to purchase two lots of land for the extension of a street, and thereupon he declared that he would petition the Legislature next year to have a state commission undertake it.

Much is said about a city being a business corporation. It is this, and much more. But even as a business corporation, no one would expect success from a private corporation unless the directors could control the expenditures. If one or more departments of any corporation could spend what they pleased without regard to the wish of the directors, we should expect that corporation to reach insolvency; and yet that is exactly the situation of Boston. Its council, its directors, can not control the expenditures, and therefore very much of the criticism which has been made upon it for waste or inefficiency has been unjust, as in fact has been also very much of the criticism of the city itself. The council must determine the tax levy and cause the same to be collected, but some departments may spend as much as they please, without any regard whatever to the estimates and the appropriations upon which the tax levy was based, and the council can not call them to account therefor. On the one hand, the city is commanded to pay whatever the police and other boards demand, and on the other, it is forbidden to raise the taxes for these or other purposes beyond a fixed percentage. It is a very interesting if complicated condition of things which would arise, if some day these absolute commands and prohibitions should come into conflict as well they might,

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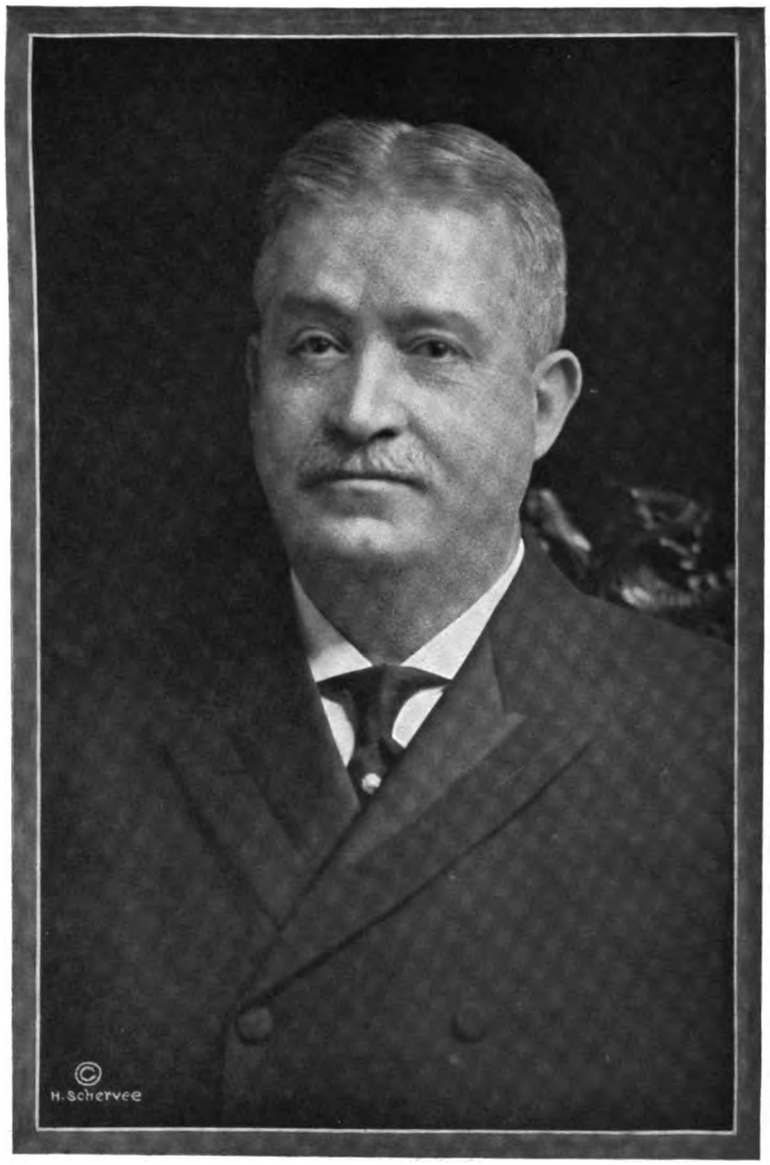
and the requisitions from boards and departments, over which the city government has no jurisdiction, should exceed not only the appropriations, but also the possibility, under the statutes to tax or borrow.

What has happened recently in Lawrence shows the deplorable effect of this vicious system. The city is old and rich, it has a population of 86,000, and yet by the word of its most prominent citizens it is financially and morally bankrupt, and so they ask the State to take over its charter and administer its affairs.

Twenty-two states now protect their cities by constitutional provisions against such abuses of power, and many of them give the right to each city to frame its own charter and to change it at pleasure. Under the new constitution of Colorado the city of Grand Junction has adopted a charter to establish a free and independent city, and to restore to and vest in the people of the city, so far as the constitution of the State will permit, their natural inherent and inalienable right of local self government, with all its powers, duties and responsibilities.

Two things are necessary if city government is to revive in Massachusetts. The city must be left absolutely alone so long as it does not offend against State laws applicable to all, and the city must be given the power to do the things which a modern city should do for the welfare of its people. The present legal presumption that it has no power not plainly to be found in a legislative grant should be reversed, and the city presumed to possess every power not clearly denied to it under the constitution of the State. A city in Germany is free to do anything it likes which is not contrary to law. Home rule has full swing, with marked advantages in awakening local patriotism and securing men of high character and ability to manage city affairs. It may perform and render every kind of public service subject only to the laws applicable to all. It controls all franchises within its own limits. Contrast this simple grant with the helpless condition of a Massachusetts city, which may not control even the paving of its own streets. Were our cities so treated unable to resort to outside assistance and secure against outside interference, compelled to work out their own welfare the very necessity of the case would develop an enlightened public opinion and give us good government.



HON. DAVID F. O'CONNELL
Mayor of Worcester

Worcester's New Mayor

On January 1st the Hon. David F. O'Connell was inducted into office as mayor of Worcester. He is a Democrat in politics and has served this community faithfully in the State Legislature, as well as in the Common Council and the Board of Aldermen. He showed marked ability in the Legislature in 1882-83 and in 1889 began a service of seven years in the Common Council where he served on many important committees. At the end of this period, he resigned to enter a contest for a seat in the Board of Aldermen, was elected and served for three years. In that body he was also active in committee work, particularly on the finance committee.

He has a long and honorable record as a lawyer and has been for several years vice-president of the Worcester County Bar Association.

Mr. O'Connell was born February 8, 1858, in Fermoy, County Cork, Ireland, the son of Patrick and Margaret O'Connell, both of whom died in this city in the early 90's. He came to this country with his parents when six years old and was educated in the Worcester public schools. He was graduated from Boston University Law School, and was admitted to the bar in 1880. He was for a year in partnership with Frederick A. Gauring and then practiced alone for several years. Twenty years ago he formed a partnership with his present associate, John E. Sullivan.

In 1892 he married Ellen T. Shannon and they have two children, both of whom are attending the Classical High School.

His career as a lawyer has brought him frequently into public notice as he has been connected with several important trials before the Massachusetts courts.

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With the Esperantists at Antwerp

The Story of the Seventh International Esperanto Congress at Antwerp, Belgium, Told by a Member of this Board who was a Delegate from America; with Notes on the Scope and Purposes of the "Universala Esperanto-Asocio."

By John C. Pellett

MOST of the American Esperantists, calling themselves the "Amerika Caravand," started from New York, Aug. 5th, stopping at London, Paris, Brussells, The Hague, on their way to Antwerp. As my time was limited I could not leave till a week later.

I sailed from New York, Aug. 12th, on the Red Star Line steamer "Lapland" directly to Antwerp arriving Monday, Aug. 21st, one day late. Esperanto flags were flying from stores and public buildings. An immense canvas displayed across the street from the Grand Central Depot bore the words "Bonvenon al Esperantistoj!" (Welcome to the Esperantists!). Esperantists met every boat and every train; three German delegates met me at the wharf and accompanied me to the Esperanto headquarters where I was registered as number 1716, which showed that that number had already preceded me. More came later and swelled the number to over 1800. Some were prevented from attending by the railway strikes in Great Britain.

John C. Pellett

At headquarters we were given Congress Cards which entitled us to admission to public meetings, to special privileges regarding entrance to the "Zoo" and many other places, and to reduced prices of admission to many attractions, public and private, including the State Fair at Charleroi.

The headquarters were in the Royal Atheneum, a large building used for school purposes, which was nicely adapted for our uses as the large assembly room served for general meetings and the numerous class rooms for committee meetings and the banking room for changing money. The utility and flexibility of Esperanto as an auxiliary language was amply demonstrated by the successful operation of the international money exchange office, bureau of information and hotel and room registry.

Being too late to take part in the assembling of delegates according to nations, etc., which took place in the morning, I was yet in time to attend the formal opening of the Seventh Congress in the afternoon. This took place in the great Festival Hall of the Zoological Gardens, which was full to overflowing. When the Congress members had filled the seats and galleries of the great ceremonial hall, Dr. Zamenhof and the Congress officers and delegates entered and walked to the platform between parallel rows of saluting Esperanto police, while the assembled throng shouted and waved hats and handkerchiefs in the prolonged and enthusiastic greeting, which lasted until all the procession had taken their seats.

When the applause and greeting subsided, Dr. H. W. Yemans of Detroit, U. S. A., presiding officer of the Sixth Esperanto Congress, rose and, after due formalities in accordance with the customs of Esperantist Congresses, transmitted the chairmanship to the president of the Seventh, Herr Van der Biest-Andelhof.

The official representatives of forty nations were seated upon the platform. At the centre, of course, was Dr. Zamenhof, author of Esperanto, with him were the mayor of Antwerp and the American, Spanish and other foreign consuls residing in Antwerp. Greetings were brought to the Congress from every quarter of the civilized world and the practical value of the international language as a medium for the transaction of business at international congresses was fully demonstrated by the ease and facility with which the work of this large convention was handled by the delegates present, not one apparentiy experiencing the slightest difficulty in understanding, or making himself understood by others.

During the week occurred meetings of the various societies using Esperanto as a medium, these included physicians, scientists, theosophists, free-thinkers, catholics, socialists and many others. Wednesday and Thursday evenings we had a play given in Esperanto by the Flanders Opera Co., and Friday night a grand International ball was held at the "Jardin d'Harmonie," a large summer garden.

Two hours after the closing meeting of the general Congress, the opening meeting of the Universal Esperanto Association, a large and important organization, whose membership was well represented among the members of the general congress, was opened. This

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organization, whose president is Dr. H. Bolingbroke Mudie, of London, was honored at its first session by the attendance of Dr. Zamenhof. This body does not attempt to do any propaganda work but seeks to make use of Esperanto in practical life and to make the services of esperantists in all countries accessible to other esperantists in commercial dealings, travel, etc.

The Secretary-treasurer of Worcester County Esperanto Society, of which I am an active member, is also the Deputy of the U. E. A. for Worcester and Western Massachusetts; he describes the aims and services of the "Universala Esperanto-Asocio" briefly as follows:

"According to its statutes, the U. E. A. has for its objects: To facilitate moral and material relations between men, without distinction of nationality, race or language; to create a series of services for the use of societies or persons, whose economical or intellectual interests extend beyond the frontiers of their country.... The organization of the U. E. A. is absolutely international, or rather supernational, that is to say, it does not possess any national section.

"In every province or town, the members of the U. E. A. elect a delegate and a vice-delegate; this delegate represents the members of his district, manages the local business of the U. E. A. and sees to the correct operation of the services maintained by the Association. To this end, he appoints several helpers, called consuls, competent specially in questions of interest to tourists merchants, workmen, students, etc. a lady helper for ladies and young girls and, in seaport towns, a consul for maritime affairs. These consuls have the duty of answering,—either verbally, or by letter—all inquiries within their domain addressed to them by members or societies affiliated with the U. E. A.

"The general management of the Association is confided to a Committee of ten members elected by the Delegates. The seat of the U. E. A. is at Geneva, where a Director and a Vice-Director, helped by the necessary employees, are occupied with the administration and control of the perfect operation of the services.

"If a member of the U. E. A. wishes to receive information on any subject, such as travel, holiday resorts, commerce, industry, labor, local institutions, if he needs a clerk, a foreign tutor for his children, if he wishes to finish his studies in a foreign town or if he needs help or information in any place, he may apply to the delegate or the vice-delegate of the district, who, either personally or through the competent consuls will give him—free of charge—the necessary information and so will save him long and expensive inquiries.

"The U. E. A. is particularly useful to travelers, especially in countries whose language is unknown to them. The Official Annual Directory of U. E. A. gives the names and addresses of Delegates in every important place to whom the traveler may apply for anything with full confidence of receiving every courtesy and attention.

"If a student wishes to know the conditions of study in a foreign school or university he needs only to apply to the consuls for students.

"The U. E. A. also undertakes to find situations abroad, with increasing success, and to arrange the exchange of children during the holidays.

"A special department of the U. E. A. is devoted to commerce. All commercial firms, hotels, agencies, corporations, societies, chambers of commerce, syndicates, etc., affiliated with the U. E. A. have a right to have their prospectuses, advertisements, catalogues, price-lists, guide-books, brochures, etc., distributed in all important places, free of cost except for postage,—on the condition that they are at least partly written in Esperanto and consigned by affiliated enterprises.

"These prospectuses will be distributed at Esperanto meetings, classes, local festivals, congresses, etc., and exposed at the Esperanto offices.

"U. E. A. undertakes, free of charge, the Esperanto translations of commercial advertisements, the printing of same at low rates and in a uniform size which is convenient for their conservation and collection.

"Further, a tradesman or a private individual, who wishes to advertise, or to engage a clerk, in any given district, wil merely need to apply to the Delegate of that district, the latter will translate, free, the advertisement or the inquiry received and will have it printed in the local papers.

"Information and inquiries, international or local, may be made through our delegates, pertaining to commerce and industry.

"Every affiliated society may receive gratis information on general questions of national or international law. The U. E. A. centralizes the laws, decrees and rules of administration of all countries, with regard to commerce, and industry, commercial rights, patents, etc., and also all statistical information of general interest, which could be useful to business men everywhere.

"The labor consul has the duty of answering all questions regarding conditions of labor, wages, hours, etc., information which heretofore has been received with great difficulty, if at all.

"Lastly, the people who wish to exchange illustrated post-cards, coins, postage stamps, flags, curios and souvenirs of all descriptions with foreigners, will find, through the U. E. A. and without trouble, Esperanto correspondents in the most distant and the least known lands.

"Such are the various services, which the U. E. A. now renders to its members. Founded in 1908, it now has 10,000 members and hundreds of affiliated enterprises, distributed in forty-four different countries.

"Quietly and without booming, reckoning on its own strength only, occupied before all else with acting and building, the U. E. A. will impose itself on the attention of the public, because of its practical utility and fruitful activity.

"These are a few of the many offices fulfilled by the "Universala Esperanto-Asocio," to the thinking mind many more uses will be apparent and those who are interested are cordially invited to investigate further, either through their official delegate, or directly through the central office at Geneva, Switzerland, the Director of which, Mr. Hector Hodler, will be found ever ready to serve in the interests of "La Kara Lingvo": the above is a translation, a mere epitome, of some of his articles on the U. E. A."

American Esperantists to the number of about forty were entertained in the luxurious parlors of the Hotel Weber, as the guests of the United States Consul at Antwerp, Mr. H. Tuck Sherman, who attended the Congress sessions and investigated the "working" of Esperanto during the entire week, making his examinations with especial care because of his consular capacity since the conclusion of our Government's consuls in foreign countries will naturally have much weight with the Government in any consideration of Esperanto—and to the far-seeing mind it is apparent that some such consideration is a matter of the near future.

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$50,000 Annually for Worcester Polytechnic Institute

Most Convincing Plea Made by Hon. Charles G. Washburn Before Joint Committee on Education of Massachusetts Legislature in Behalf of Worcester's Admirable and Highly Organized Technical School

I APPEAR before you in behalf of the bill providing for an increase in the amount paid annually by the Commonwealth to the Worcester Polytechnic Institute, in consideration for which the Institute maintains forty free scholarships for the benefit of nominees of the State Board of Education. The amount is now $15,000 and we ask that it be increased to $50,000.

It may aid in a better understanding of this appeal if I briefly state the conditions under which the Polytechnic Institute was established, and the gradual development and present condition of its financial resources.

In 1865 John Boynton, then a resident of Templeton, in Worcester County, gave the sum of $100,000 for the endowment of a school for the "instruction of youth in those branches of education not usually taught in the public schools, which are essential and best adapted to training the young for practical life." He offered to locate this school in the city of Worcester "provided the citizens of Worcester should furnish the funds necessary to purchase a lot, and erect a suitable building or buildings for its accommodation."

This condition was most generously met by the gift of a commanding location for the school by a prominent citizen of Worcester, and upwards of $60,000 contributed by citizens of Worcester and Worcester County to cover the cost of the first building. As indicating the general public appreciation of the plan by all classes of our citizens it may be mentioned that among the contributors were operatives in twenty of the manufacturing establishments in the city.

At about this time another citizen of Worcester County, largely interested in manufacturing in the city of Worcester, who had for years entertained the idea of establishing a school for the scientific education of mechanics, presented a completely equipped machine and carpenter shop, which he endowed with a gift of $50,000, in addition to the sum of $5000 given to provide working capital for the first year.

There was thus devised a unique scheme of technical education, combining with the studies ordinarily pursued in technical schools, work in a shop run upon a commercial scale, and producing articles to be sold in the market.

Unsuccessful experiments in thus combining the practical with the theoretical had previously been made in Germany and in Austria; but what was at first an experiment in the Worcester school has proved a complete success, attracting the attention of educators in all parts of the country and furnishing a model after which several schools in this country have been patterned.

The formulae discussed by the students in the classrooms are applied by them in the working out of proportions and making of drawings, which form the basis for the completed machine, constructed in the shop.

The endowment of the school has gradually grown until, at the present time, the value of the real and personal property somewhat exceeds the sum of $1,473,000, of which amount $578,982 yields an income.

A condition of the Boynton foundation was that students, residents of Worcester County, should receive instruction without charge, and this condition is complied with to the extent of the income derived from this fund. This affords thirty free scholarships, and, in compliance with the condition attaching to the appropriations by the State, forty students selected by the Board of Education, who are residents of Massachusetts, may receive free tuition. Free tuition is also provided to the extent of the income furnished by the gift of Hon. George F. Hoar for students from that part of Norfolk County, namely: From the towns of Foxborough, Bellingham, Franklin, Medway, Millis, Walpole and Wrentham, which formerly were part of the Ninth Congressional District, so that the school, at the present time, has seventy-three free scholarships.

Of the property of the school, amounting to $1,473,736, $1,273,736 has been contributed by citizens of the city and county of Worcester and $200,000 by the Commonwealth, exclusive of the annual payments.

The following is a statement of the contributions by the Commonwealth in aid of the Institute:

1869. $50,000 upon condition that twenty free scholarships should be maintained. This sum was expended upon the plant.
1886. $50,000 without condition, which has been made a part of the endowment known as the "State Fund."
1894. $100,000 paid, one-half in 1894, the other half in 1895, expended on buildings and equipment.
1896. An annual payment of $3000 from Sept. 1, 1896, conditioned upon forty free scholarships, including those provided for in the appropriation of 1869.
1899. An annual payment of $6000 (in place of $3000) from Sept. 1, 1899, to cover the forty free scholarships provided for in the Act of 1896.
1905. An annual payment of $10,000 (in place of $6000) from Sept. 1, 1905, to cover forty free scholarships.
1910. An annual payment of $15,000 (in place of $10,000) from Sept. 1, 1910.

The Commonwealth, from the earliest times, has aided the cause of education, but has now withdrawn pecuniary aid from all the higher institutions of learning, excepting the three schools within her borders which are occupied with the problem of technical education, namely, the Massachusetts Institute of Technology, the Agricultural College at Amherst and the Polytechnic Institute at Worcester.

The First Morrill Act, passed by the National Congress (the Land-grant Act of 1862) donated "public lands to the several states and territories," for the purpose of aiding in "the endowment, support and maintenance of at least one college" in each State and Territory that would "teach such branches of learning as are related to agriculture and mechanic arts, in such manner as the Legislatures of the States may respectively prescribe, in order to promote the liberal and practical education of the industrial classes in the several pursuits and professions in life."

In 1890 the second Morrill Act granted "to each State and Territory," for this same purpose, an annual appropriation of $25,000, out of money "arising from the sales of public lands."

The amendment introduced by Senator Nelson of Minnesota, approved March 9, 1907, has increased to

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$50,000 the annual appropriation of money authorized by the Second Morrill Act. The Second Morrill Act had provided that this appropriation should come from the proceeds of the sales of public lands, but the Nelson Amendment provides that this total appropriation of money shall be made " out of any money in the Treasury not otherwise appropriated," and that it is " to be paid to each State and Territory for the more complete endowment and maintenance " of the institutions that had been established, or which might " hereafter be established," in accordance with the Morrill Acts.

The Legislature early selected the Agricultural College at Amherst and the Massachusetts Institute of Technology as the recipients of the bounty of the Federal Government, paying to the former two-thirds, and to the latter one-third, of the income received from that source.

During the fiscal year 1912 these two institutions will receive the following amounts from the Federal Government and from the Commonwealth:

Agricultural College

Appropriation by the Commonwealth,	$180,300.00
Morrill Land Grant Act,	33,332.00
Technical Education Fund, U. S. grant,	7,300.00
Technical Education Fund, Commonwealth grant,	3,300.00
	$224,232.00

The Agricultural College has heretofore received from the Commonwealth upwards of $3,000,000. The number of students is about 500, and the number of graduates resident in Massachusetts 374.

Massachusetts Institute of Technology

Annual appropriation by the Commonwealth, Act of 1911,	$100,000.00
Morrill Land Grant Act,	16,666.00
Technical Education Fund, U. S. grant,	3,650.00
Technical Education Fund, Commonwealth grant,	1,600.00
	$121,916.00

The Massachusetts Institute has received from the Commonwealth, including 1911, payments of over $1,200,000 and has enjoyed the use of real estate provided by the State of at least a present equal value. The number of students in the Institute is 1561 and the number of graduates resident in Massachusetts something less than 1400.

The Worcester Polytechnic Institute has received from the Commonwealth, since the first appropriation in 1869, including all of the annual grants, the sum of $325,000. The number of students is at present 525, and of its graduates 482 are at present actively engaged in the industrial life of the Commonwealth.

I call attention to these facts for no purpose of complaint or criticism, for I assume that these grants were wisely made, and I certainly have none other than words of commendation respecting these institutions of learning, which have done so much for the State in the education of its young men.

But as the Worcester Polytechnic Institute is rendering the State the same kind of service, ought it not to share, to some extent at least, beyond what it has already received, in the liberal treatment by the Commonwealth?

It is everywhere recognized as one of the leading engineering schools of this country. The following statement, taken from the forthcoming report of the Massachusetts State Commissioner of Education, shows how it is regarded: " The Massachusetts Institute of Technology and the Worcester Polytechnic Institute are both highly organized technical institutions of national reputation. There is no question as to their standing, or the admirable quality of the education which they give.

The percentage of students in the Worcester Polytechnic from the State of Massachusetts is very high, averaging for the past five years nearly 70 per cent., while that of the Massachusetts Institute is 54 per cent.

In passing I may perhaps call attention to the fact that the last available figures show the annual value of our manufactures to be upward of $1,124,000,000, and the number of persons engaged in manufacturing about 489,000. The annual value of the agricultural products of Massachusetts is about $73,000,000, and the number of persons engaged in agricultural pursuits about 68,000. The manufacturing products of the State are over fifteen times as great in value as the agricultural products and the number of people employed over seven times as great in the former as in the latter occupations. A mere statement of the fact shows strikingly the disproportion in the appropriations of the Commonwealth in aid of technical education as applied to the mechanic arts and to agriculture. While Massachusetts has been liberal in her aid to the cause of education other states have been equally and some of them more liberal. I call your attention to the fact that the State of Indiana, with a smaller population than Massachusetts and a property valuation of less than two-thirds of the latter, contributed in 1910 $743,043 to Purdue University and to Indiana University, the former corresponding very closely in scope and character to the Worcester Polytechnic. Comparing the relative amount of income received by Purdue and the Worcester Polytechnic from private and public sources for the year 1910, including in the former designation income from funds and tuitions, and in the latter Federal and State aid, the following relation is found:

	Private	Public
Purdue University,	12½%	87½%
Worcester Polytechnic,	86%	14%

This is a striking and by no means isolated illustration of what some of the other states are doing for their higher institutions of learning.

The reasons upon which our appeal is based are briefly set out in the petition which is printed herewith. Our income is insufficient to meet the expenses of the Institute. Under a most economical administration the average annual deficit for the past ten years has been about $18,000.

As an illustration of the care with which the expenditure of money is regulated, it may be stated that the Board of Trustees of the Carnegie Foundation for the Advancement of Teaching recently gave to the public a statement concerning the cost of instruction in the department of physics in a number of the leading institutions of the country. These figures, reduced to the basis of direct cost per student hour, are as follows:

Columbia University,	55 cents
Harvard University,	72
Haverford College,	49
Massachusetts Institute of Technology,	41
Princeton University,	53
Toronto University,	32
Williams College,	44
Wisconsin University,	41
Average,	48 cents

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The direct cost per student hour for the Worcester Polytechnic Institute is 24 cents.

The price of tuition, $150 per year, has not been changed for many years, but the wonderful improvement in methods, especially in applied science, which the last decade has witnessed has compelled the Institute to expend large sums in providing suitable appliances and facilities for such instruction. It has been, throughout its existence, distinguished for the practical character of its teaching. Its students are brought in constant contact with real problems such as are of everyday occurrence in practical life, and its experimental work is almost invariably done on a scale correspondingly large. While this sort of teaching is everywhere admitted to be the most effective it is also by far the most expensive. As a necessary result the actual cost of instruction per student is very much in excess of the tuition. The cost is constantly increasing, not only on account of the increasng cost of the necessary implements, appliances, etc., but also because modern methods, especially as they have developed at the Institute, are not applicable to large groups of students. The individual is more carefully looked after and this necessitates a large increase in the number of instructors and in equipment.

About 500 of our graduates are at present in the State of Massachusetts, actively participating in the maintenance and extension of her industrial interests. Many of them fill positions of great responsibility, and the majority of them are closely in touch with, and in large measure responsible for, the material progress of the State.

WELSEY N. AVERY
Chief Worcester Fire Department

Chief Wesley N. Avery

Probably no man has done more to bring about the present efficiency of the Worcester fire department than Wesley N. Avery, who was elected Chief on December 20, 1911. His long career in the department has been marked with many thrilling incidents as he is that type of leader that goes first and asks his men to follow him. Several times he has been close to death and is noted both for the fearlessness and the caution which must characterize the successful fire fighter. He has demonstrated in his work in the department marked qualities as an executive, instructor and organizer. He is a close student of the apparatus and methods used in modern fire departments, and has been instrumental in introducing new methods and apparatus that have made the Worcester department one of the most efficient in the United States.

Mr. Avery was born in Cooper's Mills, Maine, September 7, 1861. He was educated in the schools of his native town and came to Worcester in 1881, where he was first employed in the wire mills and later by the Richardson Manufacturing Company. He was appointed a substitute on Engine 3, December 16, 1887. He resigned in March 1888 and reentered the service May 10, 1889 as a substitute on Ladder 2. He was appointed a call man March 2, 1891. On March 10, 1891, he was made permanent driver for Chief E. L. Vaughan.

September 21, 1891, he was transferred to Hose 4, Waldo street, as driver. October 17, 1893, he was assigned as acting lieutenant of that company, and December 23, of the same year was appointed captain of the same company. He was elected assistant chief of the department by the City Council on December 26, 1900. He was advanced to deputy chief on May 18, 1903.

In the summer of 1906 he attended the New York Training School. He completed the course in this school with credit and while in attendance there, served as an active member of an engine company in the wholesale district of that city, an experience that was an education in itself. Returning to his duties here, he made a comprehensive report to Chief George S. Coleman of the course in the New York Training School. The suggestions incorporated in the concluding portion of this report led to the purchase of many new appliances and the formation of the Worcester Drill School.

This school, of which Mr. Avery has been the chief instructor, is probably the most potent factor in the present high standard of excellence that prevails throughout the personnel of the department. The drill features of this school retain the essential features of the New York course. Of one of these, Mr. Avery, in a typical portion of his report said: " I consider the scaling ladder drill as the most important part of the training. It not only develops in the department a trained life saving corps but also gives the men practice in handling the equipment of the department in high and dangerous places and imbues them with a confidence and a lack of fear in perilous duty that can be obtained in no other way."

The new Chief was instrumental in founding the Worcester Permanent Firemen's Relief Association and was secretary of the association.

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The New Conception of a Museum

Making a Storehouse of Valuable Works of Art a Center of Educational Influence. Some Typical Methods by Which the Worcester Art Museum is Influencing this Generation and the Next and Emphasizing the Ideal Side of Life.

By Elizabeth M. Gardiner

THE word "museum" has in the past decade undergone a vital change in meaning. As late as 1889 the Century Dictionary could define it as " a repository . . . (for) collections of objects in natural history, curiosities and antiquities." That is, it was a great storage warehouse where a vast quantity of material was preserved for the special student. Its collections were arranged in rigidly classified order, so that a specialist could find the obscure specimen he wanted as readily as in the index of a professional manual, and if art crept in at all it was under the disguise of " antiquities." The layman was admitted grudgingly (in the early days of the British Museum, for example, only thirty visitors might enter in a day), and when he came he found nothing to direct his interest or explain the meaning of what he saw. If he wanted aesthetic pleasure he might go to an art gallery where he would find a number of works of various periods and schools, arranged in a manner determined oftenest by the size and shape of the individual pictures, all presumably " masterpieces " claiming an admiration reverent but as undiscriminating as that which he gave to the rows of museum specimens. Whether the arrangement was scientific or haphazard it left him equally bewildered and unguided through the thicket of raw material.

The past decade, however, has seen a complete change of policy. Officials have become fully awake to what they only half realized before—that the majority of museums are in spirit, if not in legal terms, the property of the people, and, animated by that new sense of responsibility which has found other expression in pure food laws and factory legislation, are disowning a system which favored only a few trained scientists or leisurely amateurs. The public collections in art and natural sciences alike must somehow be placed within the grasp of the people. The up-to-date museum must secure, not only well selected possessions, but responsive visitors. As the first result of this effort for a larger public the art gallery and scientific museum have found themselves drawn closer together in method, the museum, in order to gain the eye of its visitors, must become attractive, and the gallery, to keep more than a superficial interest, must offer a clearer and more suggestive arrangement.

The result is that in the new definition in the Century Dictionary for 1911 the two sorts of institution are classed under the general name of museum, and that however their ultimate aims may differ they find themselves striving alike to put their contents at the service of as large a number of people as possible, and they must necessarily use similar methods in so doing. They may accomplish their end in part through rearrangement of the collections themselves, the pieces which either through their intrinsic beauty or their power of stirring the imagination may be emphasized by their prominent position or by full descriptive labels. Illustrations are often displayed beside the originals, showing the environment or use of each object, so that the tiny coin or bit of pottery becomes even for a layman a symbol to call up the life of house or market in other centuries.

But where one person takes the trouble to read, twenty will listen to a *viva voce* explanation. Also a written label must be general and impersonal, whereas a living guide can adapt himself to each auditor or group. So the silent appeal of labels and illustrations must be supplemented by the more insistent spoken word, and it is becoming the custom for a progressive museum to offer a series of lectures explaining its collections and pointing out their special modes of appeal to classes of visitors as different as the child and the householder, the student of history and the church worker.

In the Worcester Art Museum the educational activities, at least in their present extent, have been developed within the past three years and are already taking definite shape. They fall into two main groups—co-operation with existing organizations, as clubs and schools, and lectures and classes offered by the museum independently. The work in the first group has proved especially valuable as an entering wedge. The museum holds itself ready at all times to furnish guidance within its walls, and, so far as its small staff permits, to supply illustrated lectures on art at regular sessions of clubs or schools who so request. Many of those who attend these lectures would never have come to the museum had it not been called to their attention through the familiar channel of their own organization. One club president from a neighboring town, in introducing the speaker, admitted that some of the members had first heard of the existence of the museum through the notice of this lecture. And even in our own city no small number, not only of children but of teachers, make their first visit to the building on the occasion of some talk offered to supplement class work.

The range of organizations requesting such service, and of subjects treated, may be seen from the following list of lectures given from October, 1911, through February 4, 1912. It will be noted that the territory covered includes not only the city of Worcester but towns throughout the County.

Talks in the Museum

To clubs:

The Catholic Woman's Club. " Judging Pictures and Being Judged by Them."

The Northboro Woman's Club. Guidance through the museum.

Conference of the Art Section of the Federation of Woman's Clubs, from the middle and western towns of Massachusetts. Guidance through the museum.

Public school classes for supplementary talks on the following subjects:

History,
Greek Mythology, } 5
Greek Architecture,

Public lectures requested for high school classes, attended also by pupils of private schools and Clark College, on the following subjects:

Greek Architecture,
Life and Art in the Days of Minos, } 3

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Lectures outside the Museum

In Worcester:
The Woman's Association, Central Church.
The Sunday School, South Unitarian Church.
The Hall Club.
The Alumnae of the High Schools.
The General Meeting of the Public School Teachers.

In Worcester County:
The Woman's Club, Northboro.
Thursday Club, Westboro.
Public Library, Oxford.

Subjects ranging from "What Art is Not" to "A 13th Century Bible in Stone" or "Treasures of the Worcester Art Museum."

The formal lectures often prove, as has been hinted, but the prelude to a more intimate co-operation. For the schools and those clubs which are making a study of art or travel or history discover that the library staff is at all times ready to offer guidance and lend from its collection of 7000 photographs and 2500 slides, and that the museum lecture room is, under certain conditions, at the service of clubs holding meetings on art. Of this last privilege the Art Class of the Worcester Woman's Club avails itself for perhaps half of its winter meetings, while since October first slides and photographs have been borrowed on fifty different occasions by members of six different clubs, teachers in six schools and students in one of the museum classes. As each loan of slides and photographs involves a more or less prolonged visit to the museum the advantage of this method of securing interested friends is obvious.

But of those who are introduced to the museum or reminded of its existence by the single lectures, there are some, at least, who desire to develop a more discriminating appreciation or to become more intimate with some single phase of art history. For those who have not the time or inclination for independent study, the museum has, during each of the past two seasons, offered a course of about twelve lectures; those for 1910-11 were on "The Development of French Art," for 1911-12 "The Life of the Ancient Peoples in Their Art." To sustaining members these lectures are free, from others a fee of $2.50 is charged to aid in meeting the expense of lantern slides. For the present year the membership in the course is seventy-six.

A smaller number have the courage not only to make their way to the lecture hall to consecutive lectures, but to undertake outside work; thirteen such enrolled themselves this fall in a "Students' Course" on "Ancient Sculpture," to meet Saturday mornings for recitation, lectures, discussions and sketching. Though the preparation has required four or more hours a week, nine have persevered, among them three teachers and a student from Clark College. The latter receives full college credit for the work done at the museum. His presence, it is hoped, will prove the first step in a more active co-operation with the college and university. It is at least valuable as hinting that a purely academic institution recognizes that the study of art offers possibilities for as scholarly a method and as strenuous mental discipline as that of Latin grammar or experimental psychology.

But the most significant branch of the educational work is that with audiences that, while not eligible for college and untempted by a programme of formal lectures on art, yet have high capacities for spontaneous enjoyment of and sympathy with beautiful things—the children. If they can be won the museum has the future in its hands. For a steady and affectionate intercourse with fine paintings, sculpture and decorative art must in time furnish them with a standard by which they will unconsciously measure all that meets their eyes, and the result, aside from any influence that such a standard may have on their own lives, will be that in another decade we shall have among the adult public a group of friends who are not only cordial but discriminating.

With children, as well as with adults, the real aim of "art education" is to kindle their imaginations and teach them to see. But whereas with the adult such stimulus can usually be given only implicitly through lectures on history or criticism, with the children one may do it directly. It makes no difference whether the youngster of ten knows that the familiar statue of Hermes was by Praxiteles and was probably finished about 360 B.C., it is not even important that he shall realize that its pose is typical of the later, less stern development of Greek sculpture. But it is vital that he shall be on familiar terms with Hermes, the playful boy-god, friend of athletes and of travelers, and in sadder mood guide of the poor dead souls, and that he shall know just how the statue stands and see (as far as a photograph will show him) the difference between the clear satiny skin and the rough sandals. These two needs—that of placing the picture in its original setting with something of the imaginative coloring and perspective that it had for its first audience, and that of seeing accurately (for exact vision is the only sure foundation for critical appreciation), the museum tries to meet in its Saturday afternoon story-hour. The story itself, illustrated by lantern slides and by the originals, presents one of the great legends or historical events from which a given group of artists have drawn inspiration, while in the excursion to the galleries and the talk that closes the story, and in the drawing hour that follows for those who wish, the children have a chance to find out how much they see and how clearly they can express it. Nothing is compulsory, story and drawing alike are offered as entertainment, and that they are so regarded is shown by the fact that in spite of good skating and moving picture shows, the attendance week after week ranges from thirty to seventy.

Such are the methods of the museum's campaign for a larger publicity. Like all advertising, for after all advertising it is in principle, it must be judged by its results. The actual attendance has increased rapidly; in the period from 1902 to 1909, when no systematic educational work had been attempted, the figures mounted at an average rate of about 2000 per year, while 1910-11, the first year in which classes for children and adults were established, shows an increase of approximately 5900, and the figures for the present year, so far as they are available, promise a further gain of at least 3000. A similar growth of interest is indicated if we turn to the list of appeals for lectures or special guidance. For 1909-10 no requests are recorded, for 1910-11 there were six, for 1911-12 sixteen have already been met and the engagement book shows eight more promises. Thus the immediate aim of the educational activities, an increase in attendance and a closer touch with other organizations in the city and County, is unquestionably accomplished. Their ultimate goal is, of course, not a more rapid whirring of the turnstile at the door, but the making possible for our visitors a keener perception of beauty here and in all life, and a deeper reverence for it. Whether or not we have advanced toward this our children will know ten years hence.

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Editorial Reflections

The Danger of Socialism

ONE of the most thought-compelling addresses delivered in New England in many months was that given utterance at the recent Chamber of Commerce dinner in New Haven by Hon. Joseph W. Bailey of Texas on the subject of Socialism. As at the banquet two years ago in the city, under the auspices of this Board, Senator Bailey moved his hearers by the thrilling picture he presented of the dangerous growth of this menace to the body politic.

At the risk of incurring the wrath of the superficial thinkers who assume that this question has only one side and that no thinking man can be, or will be, impressed with its fallacies, we desire to point out once again the seriousness of toying with this subject, or considering it of so slight consequence as to be dismissed with a shrug and a sneer.

On the contrary the best brain in this country ought to tremendously concern itself in examining the fundamentals of our system of government in order to meet and answer and refute the specious and unsound arguments put forth by the adherents of socialism—many of whom, both men and women, are not only sincere but frightfully in earnest.

It will not do to dismiss this matter as of no consequence, because its consequences to our civilization are most serious. It will not do to say that the revolution planned by these misguided folk will not come in our day. Such an answer is not only cowardly but untrue, for the advance guard of the revolution is already knocking at our doors.

It will not do to say that this movement is confined to the weak and the vicious and the poor, for it has already permeated our colleges and has laid its unholy hands upon the church itself. The press alone of all the bulwarks of our liberties is still uncorrupted and undefiled There is to be sure, a socialistic press which makes up in vehemence and arrogance what it lacks in numbers but this branch of journalism is so thoroughly descredited outside the devotees of the new order, that it is not necessary to consider it here.

It is in the school and the church that socialism must be looked for in its most dangerous and insidious form. In neither quarter does it appear as a rule in any other guise than securely cloaked and veiled. But not always. Emma Goldman, who is not unknown to Worcester, has recently declared: "Our ideas are permeating all the great American universities. *Columbia has a fine anarchistic library but the University of Wisconsin has the best collection of anarchistic books got together in the last fifty years.* . . . When I first went to Ann Arbor there was nearly a riot but now I am received with open arms. They have a course of study in the university, and Prof. Wenley has delivered a course of lectures on anarchy."

It is not necessary however, to go as far away as Wisconsin. Harry W. Laidler of New York, the organizer of the Intercollegiate Socialist Society, has recently made a tour of the colleges in New England, and reports that he has succeeded in organizing strong study classes at Wesleyan and at Amherst. He visited and spoke, it appears, at seven other colleges and universities in New England containing chapters for the study of Socialism. The colleges in Connecticut now possess study groups.

Mr. Laidler states that the heads of the economic departments in six of the smaller New England colleges expressed their *strong sympathies with the socialist movement.* One of these professors belongs to the Socialist party, one has been defending Socialism in his classes for years, and in a third college the chapel exercises, attended by the entire student body, instead of being given over to the worship of Almighty God, are devoted to an explanation of what Socialism is.

Laidler adds that "from considering Socialism merely as a subject of academic interest the students are now looking upon it as a question which can no longer be ignored by intelligent seekers after truth."

The president of the Boston chapter is announced to be a grandson of Henry Wadsworth Longfellow, of the chapter at Yale, a Russian and of the chapter at Clark college, a Japanese. Mr. Laidler concludes by saying that there are now thirty-five college "chapters," six new organizations having been formed since October 1. This gives one a faint idea of the prodigious growth of this pernicious system in a new, and unexpected quarter, and at a most dangerous period in the lives of those embracing it—the period of youth which has furnished all the zealots that the world has ever known.

It will not do to laugh at these "parlor socialists," as the intellectuals are known by their sturdier brethren of the cause, because these same parlor socialists some day may develop into something very much more dangerous. It is a matter of common record that the McNamara boys were originally men of high purpose sincerely anxious to advance the cause of labor along lawful and praiseworthy lines, but finally, step by step, their minds became so perverted that they could, and did, convince themselves that anything was lawful that was calculated to hurt and destroy the capitalist class. Acts from which they would have shrunk with horror ten years ago, they finally came to contemplate, not with horror, but with delight. The human soul is a wonderful instrument and once it loses sight of the difference between right and wrong, it has no terminus this side of hell itself.

The men therefore who preach and write and teach Socialism, have perhaps more to answer for than their misguided and ignorant followers. There may be some excuse for the unfortunate man at the bottom of the ladder who uses the bomb or the dagger to vent his spite on the man above him, whom he has been taught to hate and distrust, but what excuse can there be for the man or woman leading a cloistered life, who out of their security, and their peace, incite their "comrades" to deeds of violence and blood.

Every student of the French Revolution must be struck, not only by the sincerity but by the lofty purpose of many of the men who were responsible for that awful holocaust of lives, but in the carnival of crime that followed the downfall of the Empire, these very men became such monsters of infamy that their names are still held in universal horror and detestation.

Once the passions of men are unloosed, even in the sacred name of liberty, they revert to their primeval state, and when the pillars of the republic fall, whether it be to form a coöperative Commonwealth or for any other

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purpose, human life in this country will not be worth a song.

All the laws on the statute books put together are no stronger than the Ten Commandments, which they but illuminate and amplify, and the "fear of hell is still a hangman's noose to keep the wretch in order." The church and the state together must be maintained therefore in their pristine purity, inviolate, if we are to retain either our liberties or our civilization, and here in New England, where the republic had its birth, it is peculiarly fitting that we should arouse ourselves if this Nation, the world's hope, is to continue its unique and unrivaled career.

America can never be destroyed by a foreign foe but this Nation, like every other nation can fall, and will fall, when its own people become perverted by false doctrines and heretical beliefs. It must never be lost sight of, that the man or woman who begins by denying the sacred rights of property, will end by denying the sacred rights of life.

And any nation is in a dangerous condition when it can be asserted, as was recently asserted of America, that in hundreds of class rooms in this country it is being taught daily, that the decalogue is no more sacred than a syllabus, that the home as an institution is doomed, that there are no absolute evils, that immorality is simply an act in contravention of society's accepted standards; that democracy is a failure and the Declaration of Independence only spectacular rhetoric, that the change from one religion to another is like getting a new hat; that moral precepts are passing shibboleths; that conceptions of right and wrong are as unstable as styles of dress; that wide stairways are open between social levels, but that to the climber children are encumbrances; that the sole effect of prolificacy is to fill tiny graves, and that there can be, and are, holier alliances without the marriage bond than within it.

There is but one step beyond this program and we hope America is not yet ready to take it. On it is graven deep, with a tool of iron, a word of seven letters:

Anarchy.

The Coming of the Grand Trunk

The avowed purpose of the Grand Trunk R. R. to eventually extend its New England connections into Worcester, through the medium of the Southern New England Railroad, so-called, which it proposes building this year from Palmer to Providence, is the most stupefying announcement that has been made in the railroad annals of this State for many decades. So amazing is this declaration by the railroad authorities, that the people of Worcester themselves have hardly, as yet, grasped its import.

It has been so long since there has been any real railroad building in New England, and especially in this particular territory, that the shippers and receivers of freight in Worcester had come to look upon the transportation situation here as fixed for all coming time.

The growth of the New York, New Haven & Hartford influence in this region has been so steady and uninterrupted that the people had come to regard its dominant qualities as unescapable. Even the fact that the Grand Trunk had found it necessary to break into Providence, peculiarly a New York, New Haven & Hartford town, in order to secure a warm water port had not seriously impressed our people as having a meaning to them.

But the Worcester Board of Trade for nearly two years has realized what it meant to have this great transcontinental line so near to us. At Webster the Southern New England approaches within fourteen miles of this city. It was inconceivable to the officers of this Board that this road could come so close to Worcester as that and not desire to come the rest of the way.

The freight business of this city amounts now to practically $6,000,000 per annum. The tonnage received here in 1910 reached the enormous total of 1,936,661 tons, while the tonnage forwarded from Worcester amounted to 378,054 tons more, making a gross tonnage of 2,314,715. In addition there was at least 1,000,000 tons of freight handled here for other points. The freight cars received in this city that year were 360,000 and the freight cars shipped out of Worcester numbered 240,000 more, making a gross of 600,000 cars. The figures for 1911 are not yet available, but judging by the experience of every year since 1904, except the single year 1908, they ought to show a material increase over 1910 figures of probably not less than 10 per cent.

In the light of the above, a railroad management that would not make an effort to get its share of so important an account would be blind to every principle on which a successful railroad system is built up. And whatever may be said of the Grand Trunk it can not be accused of shortsightedness.

As a matter of fact the position of the Grand Trunk is simply this: It wants to come into Worcester if Worcester wants it to come.

And it may be added, as well here as elsewhere, that it is not coming here for the purpose of slashing rates or of indulging in unfair practices, as railroad men understand that term. It lays its great accent upon service.

It is not going to operate in this territory upon any new and visionary lines. It knows precisely what it costs to transport freight in New England, and it is used to making such rates as will enable it to live on peaceable terms with the Boston & Maine, the Boston & Albany and the New York, New Haven & Hartford railroads.

It will still be necessary, after it comes into Worcester, for the great corporations and the small ones too for that matter to drive as shrewd a bargain with the Grand Trunk alone, or with the Grand Trunk in conjunction with other roads, where the freight passes over more than one road, as at present.

The great thing about this innovation will be this, that Worcester instead of having two great transcontinental lines at its command will have three. At present we have the New York, New Haven & Hartford and the Pennsylvania and the Boston & Albany, New York Central and Lake Shore and Michigan Southern giving us outlets into the West and Southwest, but here is a line that will enable us to lay our goods down, if we want to, in Prince Rupert, where they can be transhipped to the Orient.

The railroad problem in New England has never been more complex and more irritating than it is to-day. The situation in all the railroads traversing this section is such as to call for the largest measure of patience and forbearance. Nothing will be gained by any of us losing our tempers or calling on the railroads to perform impossibilities. In common with the rest of humanity, the men at the head of the systems we now have, and the ones we hope to have, are human, and therefore liable to err.

The Worcester Board of Trade believes that there is room enough in New England for further extensions of

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the Grand Trunk railroad, without in any way interfering with the tonnage of the roads now operating here. On the contrary, the fact that the Grand Trunk is in here prepared to serve these six states will, we believe, have a tendency to attract more manufacturing to this section than ever.

In other words the Grand Trunk will not divide the business already here. Instead it will create a new business in which it will get its share and only its share.

President Fitz Hugh, as we have remarked, lays strong emphasis on the fact that the great characteristic of his road is service. He will undertake to deliver the goods, if they are shipped over his road, promptly. Every shipper and receiver of freight in New England knows that that is the one boon we all crave.

The Worcester Board of Trade in fighting and winning the freight rate case, preventing advances in freight that would have cost this city more than $500,000 per annum, performed a most useful, although little understood, service to the public. In this Grand Trunk matter it has again done something for Worcester that nobody else could have done, that nobody else would have done. It has done it, too, with no malice toward any existing railroad, but with the profound conviction that all it has done along this line, as well as its stand in the freight rate case, will some day be recognized by the railroads themselves as wise and far sighted and laudable.

That Diagonal Street

Perhaps the most important, and certainly the most radical, recommendation made in many years in connection with the physical development of Worcester is contained in the recent report of the Street Congestion Commission to the city government, advocating the construction of a diagonal street, right straight across the city from Madison Square to the new Union Station. So revolutionary is this proposal, that the people of the city themselves can hardly as yet grasp the audacity of the plan. But the strange thing about it is—strange, at any rate, from the viewpoint of ten years ago—that everybody seems to think the improvement is a mighty good thing, is needed, and ought to have been thought of, if not actually consummated long ago.

It can not be denied that to-day Worcester, as a community, is moving forward with tremendous strides. It has thrown off its swaddling clothes and is demanding that it be garmented hereafter as befits a city of 200,000 inhabitants. Every observant citizen can sniff the change in the very air. There is a feeling abroad that Worcester is entitled to a larger and more abundant civic life, a more up-to-date and progressive business life, a more sincere and simple religious life. And none of this argues inferiority to any sister community either. The thought behind all this is that Worcester should not be content with being as good as Springfield or Hartford or Providence or New Haven. She ought to be better. It is the desire of the men behind this civic and business and religious movement that Worcester should live up to the Board of Trade motto: "In Worcester we aim at excellence."

Now one way, and one very essential way, in which this much to be desired end can be attained is by providing superior transportation facilities in the city proper. Main Street, which is perforce, under the existing circumstances, our principal artery of travel, is now daily choked and engorged by the huge mass of street cars, carriages, motor trucks and automobiles that pass through it, endangering the life and limb of every pedestrian crossing it. The crush at Harrington Corner in the busy hours of the day is simply unbearable, and is a disgrace to a city of this size in the twentieth century. Some relief has been, and will be, afforded by the new traffic rules, particularly the rule shutting funeral processions off Main Street, but in a very short time traffic will increase with the city's growth so that conditions will be as bad as at present, if not worse.

In the light of these facts, and they are so well known as to be absolute platitudes, it is only necessary to show the opportunity for relief for it to be eagerly grasped by a long suffering public. And there is no question but what the Street Congestion Commission has worked out a definite plan for relief, and that it can be carried into execution at a very reasonable cost—the most expensive estimate being less than $1,000,000.

Now in order to make this vision a reality it is necessary that somebody should put in an immense amount of hard work. Badly as the street is confessedly needed, all the people whose property is to be taken from them will not part with it easily, even if they are to be reimbursed for the same. In some few cases the land will have a sentimental value. Perhaps the owner lives on it and doesn't want a street cut through his house. In other cases factory property will be destroyed, and so on. This all spells opposition.

But in spite of all this the greatest good of the greatest number must prevail in every state of society, and the greatest good in Worcester demands imperatively additional traffic facilities, not only for the present but for the long future.

Knowing this to be true, sincerely concerned about the Worcester of 1950 as well as the Worcester of 1912, the Worcester Board of Trade, through its directors, has thrown the weight of its influence solidly behind this proposed diagonal street. It has been said that the 1100 members of this organization and the industries they represent pay 75 per cent. of the taxes of this city, but the organization does not approach this matter in that spirit. It invites the help of every civic and business organization in Worcester in making it possible for this street to be cut through. It wants to have this plan, when it is finally adopted, the best plan that can be imagined for our future development. It has invited the Street Congestion Commission to identify itself with the Municipal Affairs Committee, which has the programme directly in charge, and the members have accepted the invitation. Furthermore the chairman of the committee, Mr. Earle Brown, is sincerely desirous of securing the aid of every man and every woman in Worcester who is willing to enlist in the matter of distributing literature, circulating petitions or in aiding in any other way a movement which makes such a common appeal to us all that we are in danger of taking it for granted that the project can be carried to fruition without the slightest effort on anybody's part. Fatal error! We must not lose sight of the necessity of performing all the necessary functions if this street is to be constructed. There is, as a matter of fact, an immense amount of detail yet to be cared for; petitions must be circulated, members of the city government must be seen, hearings must be held and attended, and all the thousand and one things done by which men and women prove their citizenship.

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Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., January 22, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	190	200
Worcester National Bank	225	
Worcester Trust Company	215	

RAILROAD STOCKS.

Boston & Albany	221	last sale
Boston & Maine common	100½	last sale
Boston & Worcester Elec. common		12½
Boston & Worcester Elec. pfd	56	58
Fitchburg preferred	127¾	last sale
New England Inv. & Sec. pfd	95	96½
New York, New Haven & Hartford	139	last sale
Norwich & Worcester pfd	211	last sale
Providence & Worcester	271	
Worcester, Nashua & Rochester	149	last sale
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	130	135
Graton & Knight Mfg. pfd	114	117
Norcross Bros. Co. pfd		100
Royal Worcester Corset Co	190	
United States Envelope common	77	80
United States Envelope pfd	116	117
Worcester Gas Light	295	300
Worcester Electric Light	295	
Wright Wire Company common	102	
Wright Wire Company pfd	111	112

BONDS.

Amer. Writing Paper 1st 5s	88¾	89¼
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½% basis	
Crompton & Knowles deb. 6s	5% basis	
Marlboro & Westboro St. Ry. 1st 5s	90	95
Norcross Brothers 1st 6s	102	104
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1st 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Building Operations In December

City	Cost Dec., 1911	Cost Dec., 1910	Per Cent. Gain	Per Cent. Loss
Atlanta	$324,678	$650,658		50
Baltimore	702,810	394,625	78	
Birmingham	102,277	299,460		65
Bridgeport	152,000	77,575	95	
Buffalo	1,394,000	488,000	185	
Cambridge	183,175	80,050	128	
Chicago	6,805,300	12,287,900		44
Cedar Rapids	238,000	800,000		70
Cincinnati	694,560	333,145		
Cleveland	2,330,800	715,935	225	
Columbus	129,637	481,819		73
Dallas	163,710	374,728		56
Denver	370,150	439,245		15
Detroit	1,083,700	1,480,155		26
Duluth	97,010	155,375		37
Evansville	75,235	94,353		20
Grand Rapids	117,522	111,210	5	
Hartford	206,130	245,830		16
Indianapolis	759,418	559,600	35	
Kansas City	436,806	1,005,920		56
Los Angeles	1,431,525	1,472,791		2
Louisville	222,720	153,750	44	
Manchester	58,715	78,400		25
Memphis	315,000	460,825		31
Milwaukee	794,089	496,173	60	
Minneapolis	400,225	575,230		30
Nashville	33,053	35,325		6
Newark	814,124	2,482,701		67
New Haven	257,320	91,320	290	
New York	11,997,300	10,035,815	19	
Oakland	517,539	420,612	23	
Oklahoma City	146,855	206,710		28
Omaha	164,000	110,850	47	
Paterson	128,113	78,813	73	
Pittsburgh	867,419	638,364	35	
Portland, Ore	1,293,526	4,720,420		72
Rochester	696,005	325,845	113	
St. Louis	635,408	836,879		24
Salt Lake City	35,600	240,300		85
San Francisco	1,207,429	958,758	25	
Scranton	227,325	116,250	95	
Seattle	326,890	752,503		56
Spokane	74,080	134,650		44
Tacoma	88,565	111,703		20
Toledo	141,757	824,171		82
Wilkes-Barre	216,698	165,873	30	
Worcester	287,017	218,176	31	
Total	$39,745,215	$47,813,790		16

Current Events

General

Dec. 20. Hearing on abolition of Northern grade crossings at State House, Boston.

Site selected for new building at Holy Cross College.

21. George W. Coleman, Boston, president Associated Advertising Clubs of America, addresses Worcester Publicity Association.

24. Boston & Albany R. R. announce plans for introduction of block signal system between Worcester and Charlton.

26. Frank H. Mason, formerly of Worcester, appointed first deputy clerk of new U. S. District Court at Boston.

27. Paul Kane, 417 Park Avenue, appointed to West Point by Congressman John A. Thayer.

29. Charles W. Wood elected president of Massachusetts Cattle Owners' Association at annual meeting in Horticultural Hall.

31. Stamp sales at Worcester postoffice for December, 1911, amount to $49,846.47, a decrease of $1140.25 from December, 1910.

Jan. 2. Annual meeting of Worcester Merchants' Association.

3. Annual exhibit of Worcester Poultry Association at Mechanics Hall.

Annual meeting of Merchants' and Farmers' Mutual Fire Insurance Co., old officers reelected.

School of the Holy Family corporation, Notre Dame parish, buys property 9-19 Orange Street as site for new parochial school.

4. Rev. Edwin M. Slocombe installed as minister of First Unitarian Church.

Final hearing before State Commission on Lake Quinsigamond Reservation at Board of Trade Hall.

5. Opening of eight days' campaign of Men and Religion Forward Movement.

Worcester Port of Entry during 1911 received 16,145 packages valued at $545,642, with duties of $148,590.81

7. Largest steel bridge girder in world, 125 feet long, weighing 180 tons, put in place at Southbridge Street bridge of Boston & Albany R. R.

Rev. George D. Bivin, pastor of Church of the Covenant, resigns.

9. George I. Alden, treasurer Norton Co. and Norton Grinding Co., added to directorate Mechanics National Bank.

Old officers and directors reelected at annual meeting Merchants National Bank.

Stockholders Worcester Safety Deposit Vaults, Inc., reelect old officers and directors at annual meeting.

Worcester National Bank at annual meeting vote to increase stock from $250,000 to $400,000, add Edgar Reed and Marcus L. Foster to board of directors, reelect James P. Hamilton president.

10. Annual meeting Builders Exchange, Alanson P. Robbins reelected president.

11. Annual dinner Worcester Speedway Club at Hotel Massasoit, Spencer.

Worcester Consolidated St. Ry. Co. announces tentative plans to spend over $2,000,000 in improvements and new construction, including line to Petersham.

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13. Grand Trunk Ry. petitions Legislature for right to build line from Worcester to connect with Southern New England Ry.
15. Leander F. Herrick elected president Commonwealth Club at annual meeting.
Worcester Woman's Clubhouse corporation elects Mrs. Allie B. Houghton president to succeed Mrs. Walter G. Scott Kennedy.
Mechanics Savings Bank leases additional room and plans extensive remodeling.
16. Officers of State Mutual Life Assurance Co. report record year at annual meeting; directors and officers reëlected.
17. Worcester Tuberculosis Relief Association reëlects officers at annual meeting; Dr. Albert C. Getchell, president.
18. Walter M. Denman, Springfield, addresses Board of Trade on "Concrete."

City Affairs

Dec. 20. December supplementary tax list shows property valued at $441,500 on which assessors levy $7505.50.
21. Bonds of $100,000 for development of Asnebumskit watershed awarded to R. L. Day & Co., Boston, for $103,699.
26. City Council accepts report of water department investigating committee at last session of year.
Commission on relief of street congestion reports plans to City Council after four year's study, suggests changes costing in excess of $3,000,000.
Report of trustees of independent industrial schools shows total enrollment of 349 pupils.
Report of City Treasurer shows trust funds of $742,290.48, largest amount of any Massachusetts city, except Boston.
Report of Superintendent of Public Buildings shows number of building permits issued in 1911 as 1545, with valuation of $4,716,163, a net gain of 19 per cent. over 1910.
Report of Street Commissioner shows total of 210.86 miles of public streets of which 20.98 miles are paved, 64.41 miles macadamized, 125.47 miles gravel and dirt.
Jan. 1. David F. O'Connell inaugurated thirty-second mayor of Worcester.
City Council reelects present heads of city departments.
City Council accepts report of Overseers of Poor, of Trustees of City Hospital, of Playground Commission, showing attendance of 271,748 children during summer.
2. Commissioners of Sinking Funds reelect De Witt Clinton treasurer of commission.
Old Colony Trust Co., Boston, awarded $150,000 of notes in anticipation of taxes on bid of 3.22 per cent. discount plus $1.25 premiums.
School Committee organizes for year, reelects present officers, receives report of Superintendent of Schools.
10. City Council authorize Mayor to petition Legislature for permit to issue $500,000 bonds for development of Asnebumskit watershed.
15. Report of directors and librarian of Free Public Library shows circulation during 1911 of 403,906 books, a gain over 1910 of 28,588 or 7.6 per cent.
City Council refers orders to Legislative Committee for Mayor to petition Legislature relative to public market, to petition Legislature to remove State Asylum from Summer Street, adopts order to committee on water to consider raising proposed new Kendall reservoir dam to higher elevation.

Industrial

Dec. 20. J. W. Bishop Co. awarded sewer contract at New Bedford for $100,000.
22. J. W. Bishop Co. awarded $10,000 contract for alterations of residence of Mrs. Bradley Martin, Jr., at Westbury, N. Y.
23. Bay State Tool Handle Co. incorporates under Massachusetts laws for $10,000.
24. American Wholesale Grocery Co. purchases land at Grafton and Keese Streets as site for four-story brick building.
26. J. W. Bishop Co. awarded contract for $20,000 addition to residence of Giraud Foster at Lenox.
27. Directors of Sherman Envelope Co. vote to recommend purchase of 23,000 feet of land adjoining present factory.
The Harry B. Pulsifer Co. incorporates under Massachusetts laws for $15,000 to carry on automobile business.
Worcester Ornamental Iron Works secures contract for iron and bronze work on new Y. M. C. A. building at Boston, amounting to $60,000.
28. Whitney Mfg. Co., 7 Vine Street, buys 35,000 feet of land on North Avenue extension from Worcester Art Museum as site for new factory.
William J. Woods buys Stevens block at 24 to 44 Southbridge Street for $103,500.
Hatch & Barnes Co. buys four-story brick building at 196-198 Union Street from Baker Box Co. to secure additional manufacturing space.
29. Norcross Bros. Co. notified they make lowest bid for extension of Custom House at Boston, amount, $1,393,000.
William Wattie, thirty-two years with Crompton & Knowles Loom Works, resigns as superintendent.
Eastern Bridge & Structural Co. awarded contract for steel work costing $30,000 for Filth Street viaduct in Fitchburg.
30. Winslow H. Robinson gets option on 10,000 feet of land from Sherman Envelope Co. as site for new factory.
31. A. F. Hitchcock buys control of Canvas Goods Mfg. Co., 93 Foster Street.
J. W. Bishop Co. awarded contract for $10,000 for new roof on Boston & Albany freighthouse on Bloomingdale Road.
Eastern Bridge and Structural Co. awarded contract approximating $50,000 for steel work of new Bancroft Hotel on Park Street.
Jan. 2. Bickford & Sweet buy factory of Cummings Co., Inc., 60 King Street, to secure larger quarters.
6. Addition to Gates Lane car house of Worcester Consolidated St. Ry. Co. to hold 100 cars, largest structure of its kind in New England, completed.
Capital Laundry Co. incorporates under Massachusetts laws for $50,000.
Norcross Bros. Co. awarded $1,500,000 contract to furnish and erect exterior stone work of Field Museum of Natural History, Chicago.
8. Albert A. Gordon, Jr., succeeds William Wattie as superintendent Crompton & Knowles Loom Works.
11. Worcester Pressed Steel Co. plans additions, including rolling mill, that will increase help 50 per cent.
15. Central Building Co. secures contract for addition to Grace Episcopal Church, Providence, to cost $125,000.
Morgan Construction Co. secures contract for two open hearth furnaces, blooming mill, continuous billet mill and combination bar and rod mill for Steel Co. of Canada, at Hamilton, Ont.
18. Norton Company awarded *Scientific American* gold medal by American Museum of Safety for most efficient safety device invented in last three years.
Worcester Sand-Lime Co. incorporates under Massachusetts laws for $150,000, Richard C. Cleveland, president.

Necrology

Dec. 22. Arthur W. Parmelee, 69 years, 3 months and 10 days old, of kidney disease, at his home, 4 King Street.
27. George R. Bullens, retired jeweler, 80 years, 9 months and 7 days old, of heart disease, at his home, 1 Ashland Street.
29. Thomas F. O'Gara, former captain of Engine 3, School Street, aged 38 years, 11 months and 23 days, of nephritis, at his home, 48 Fountain Street.
Jan. 3. Harriet S. (Partridge), widow of Joseph H. Fairbanks aged 96 years, 3 months and 7 days, of old age, at home of Mrs. George A. Barnard, Burncoat Street.
4. Charles H. Lewis, well-known oarsman, 35 years and 11 days old, of ulcers of the stomach, at City Hospital.
7. Willard S. Taylor, 30 years and 15 days old, of sarcoma, at City Hospital.
8. Benjamin H. Goodwin, 40 years freight clerk for Boston & Maine R. R., aged 67 years, 4 months and 6 days, from hardening of arteries, at his home, 189 Lincoln Street.
12. John Harrington, 22 years in plumbing business, aged 58 years, of nephritis, at City Hospital.
14. Thomas M. Burke, retired heating contractor, aged 68 years and 4 months, at his home, 46 Roxbury Street.
18. Patrick H. Campbell, 70 Summer Street, awarded medal by Carnegie Hero Fund Commission, for rescue at Lake Quinsigamond, Aug. 27, 1909.

American Machine Tool Prices

The manager of Sulzer Bros., Winterthur, Switzerland, large users of American machine tools is quoted in Daily Consular and Trade Reports as saying:

"The prices of many American machines are unduly high as compared with those of similar German tools, and the continual improvement being made in the latter must result in the reduction of American prices or the loss of much business to American machine-tool makers. The best German lathes, slotters, drills, and large milling machines now so closely approximate American quality that a radical difference in price is no longer justified."

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, ALBERT L. STRATTON.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

Directors.

CHARLES PERKINS ADAMS, DANIEL E. DENNY, CHARLES E. HILDRETH,
GUSTAF A. BERG, FRANKLIN B. DURFEE, ALBERT H. INMAN,
ERNEST P. BENNETT, HERBERT H. FAIRBANKS, CLINTON S. MARSHALL,
EARLE BROWN, FRANK S. FAY, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARCUS L. FOSTER, CHARLES T. TATMAN,
ARTHUR C. COMINS, S. FOSTER H. GOODWIN,
EDWARD M. WOODWARD. WILLIAM WOODWARD.

Executive Committee.

LOUIS H. BUCKLEY, ALBERT H. INMAN,
DANIEL E. DENNY, CHARLES T. TATMAN,
EDWARD M. WOODWARD, *ex-officio.*

Membership Committee.

MICHAEL W. DONAHUE, *Chairman.*
JULIAN F. BIGELOW, BURT W. GREENWOOD,
J. HARVEY CURTIS, JAMES F. HEALY.

Committee Chairmen.

Advisory: RUFUS B. FOWLER.
Agriculture: J. LEWIS ELLSWORTH.
Banking: WILLIAM WOODWARD.
Banquet: ARTHUR C. COMINS.
Building Laws: GUSTAF A. BERG.
Education: HERBERT H. FAIRBANKS.
Foreign Trade: ERNEST P. BENNETT.
Housing: ALBERT H. INMAN.
Insurance and Fire Protection: ARTHUR C. COMINS.
Legislation: DANIEL E. DENNY.
Manufactures: CLINTON S. MARSHALL.
Meetings and Receptions: HENRY A. MACGOWAN.
Mercantile Affairs: CHARLES PERKINS ADAMS.
Municipal Affairs: EARLE BROWN.
New Enterprises: FRANKLIN B. DURFEE.
Peace and Arbitration: CHARLES T. TATMAN.
Publication: GEORGE F. BOOTH.
Public Health: S. FOSTER H. GOODWIN.
Statistics and Information: MARCUS L. FOSTER.
Taxation: CHARLES E. HILDRETH.
Transportation and Railroads: LOUIS H. BUCKLEY.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLARD E. FREELAND.

Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

January Meeting of Directors

Street Congestion Plan for New Diagonal Street to be Cut Through the City Endorsed—Also Second Arch at Grafton Street—Municipal Affairs Committee Instructed to Push Matter to Completion

The regular meeting of the Directors of the Worcester Board of Trade was held Thursday evening, Jan. 11, 1912, President Edward M. Woodward in the chair. The following Directors were present: Herbert H. Fairbanks, Arthur C. Comins, Marcus L. Foster, Daniel E. Denny, Gustaf A. Berg, Ernest P. Bennett, Earle Brown, Frank S. Fay, a quorum.

The records of the last meeting were read and approved.

Since the last meeting Mr. Arthur W. Parmelee, a director of this Board, has passed away, the organization being represented at the funeral by the president, Mr. Edward M. Woodward. A floral piece was sent to the obsequies by the Directors. The thanks of the family for the same were tendered in a card forwarded to the Board. The president on motion appointed a committee, consisting of the secretary and Mr. M. W. Donahue, to bring in suitable resolutions at the next meeting.

Communication read from Clinton S. Marshall of Committee on Manufactures returning request from New England Hardware Dealer's Association for co-operation of this Board and its members in convention and exhibition to be held next month in Boston. Mr. Marshall stated on account of prolonged absence from the city it was impossible for him to preside over any meeting called to consider the subject. Secretary instructed to call the committee together and allow them to select their own chairman pro tem.

Picture and blue prints of proposed new Diagonal Street running across Worcester from Madison Street to Washington Square exhibited, accompanied by reports of Street Congestion Commission and statement by Mr. T. J. Sawyer as to the slight increase in taxation, caused by construction of new thoroughfare. Also blue prints of proposed Church Street extension.

Comprehensive statement by Mr. Earle Brown as to proposed street development followed by thorough discussion of whole subject, terminating in the passage of the following vote offered by Mr. Gustaf A. Berg:

Voted, that the Board of Trade endorse the report of the Street Congestion Commission and that the whole matter be referred to the Committee on Municipal Affairs with instruction to report the part of the plan that, in its judgment, seems most necessary to be advocated first, and that the Committee on Municipal Affairs be empowered to secure a committee of voters, representing each ward, to help them further this plan with the city government.

On motion of Mr. Denny

Voted, that an amount not exceeding $100 be appropriated by this Board for the work of the Municipal Affairs Committee in this connection.

It was also on motion of Mr. Denny

Voted, that the Committee on Washington Square be empowered to use its influence to secure a second arch at Grafton Street, and that it be considered as a part of its plan.

Report from George W. Burnett, delegate from this Board to investigate the plant of the New England Brick Co., at Farmington, Conn., which is contemplating establishing plant at Auburn, read for information. Vote of thanks tendered Mr. Burnett.

Express rate hearing announced for Jan. 29, 1912, at Merchants' Association rooms, New York city, before Interstate Commerce Commission. Communication from Express Rate Conference calling for the raising of from $20,000 to $25,000 to prosecute these express rate cases read, and voted that the secretary shall keep informed as to the expenditures in question in order that an additional subscription, above the $100 already paid in by this Board, may be made if necessary.

Various communications from the Dart Mfg. Co., Henry S. Heiser, att'y, Holt Caterpillar Co., manufacturers of gas traction engines, and Lackawanna Mfg. Co., manufacturers of motors, were referred to the Committee on New Enterprises.

A communication was read from Mr. C. F. Hanson petitioning the organization to incorporate into its membership his orchestra as a part of its musical equipment. Matter referred to Committee on Meetings and Receptions.

Discussion ensued as to the status of the Board of Trade Glee Club, disclosing the fact that its members, although they paid no dues, were entitled to all the benefits of the organization, including the use of its name.

Voted, that a committee of three, consisting of the chairman, Earle Brown, Gustaf A. Berg and Daniel E. Denny, investigate the situation with reference to the Glee Club as far as dues were concerned and report at a later meeting.

Communication from the Worcester Publicity Association requesting that the Board of Trade appoint a

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committee of two to act with like committees from the Publicity Association and Merchants' Association to encourage buying in Worcester. On motion of Mr. Denny

Voted, that the president and the secretary act as such committee.

A communication from Ralph H. Davis, accompanying sketches and blueprints for extensive alterations in streets and buildings running through from Franklin Square to Portland Street, read and referred to Committee on Municipal Affairs.

Letter read from Secretary E. T. Hartman of Massachusetts Civic League enclosing draft of bill conferring additional powers on cities with reference to restricting building operations. Referred to Committee on Legislation.

Communication from National Council for Industrial Defence inviting this Board to identify itself with that body, laid on table.

Communication from Boston Chamber of Commerce advocating the formation of leagues for the promotion of a sound banking system read for information.

Communication from Marshall Cushing asking this Board to appropriate $10 for the *How Magazine* and legislative services at Washington, laid on table.

Invitation from National Board of Trade to participate in its convention Corporation Day, Wednesday, Jan. 17, 1912, at Washington, laid on table.

Esch law calculated to prevent further manufacture of white phosphorus matches referred to Committee on Legislation.

Matter of inviting International Congress of Chambers of Commerce to visit Worcester on occasion of its visit to Boston in September, 1912, left with the secretary to make further investigation and report to the Board his findings.

Votes of thanks tendered James F. Healy for contribution of handsome framed pictures for the new rooms, to L. C. Midgley for donation of flowers for Dedication Day and to Rev. Dr. Henry Stiles Bradley, pastor of the Piedmont Congregational Church, for his courteous willingness to participate in the dedicatory exercises, Jan. 1, by offering prayer. Adjourned.

Thomas T. Schouler

One of the members of this Board who had shown great interest in its work and had been helpful in many ways was Thomas T. Schouler who died, after an illness of only a few hours, on January 29, 1912. He was particularly active and successful in the membership campaign of last June. His genial ways, rugged honesty and unusual executive ability had won for him a wide circle of friends.

THOMAS T. SCHOULER

Thomas Teel Schouler, son of James and Emeline (Teel) Schouler, was born March 17, 1859, at Arlington. Soon after he had left school, his father died and he obtained employment in the grocery business, working for several years in Boston. He then became manager of a branch store in Westboro of C. B. Cobb & Co., a large Boston grocery house. In 1888 he came to Worcester and was employed by W. H. Blodget & Co., and E. T. Smith.

In 1894 he was chosen steward of the Worcester State Hospital, a position he filled with credit for several years. Five years later he was elected superintendent of the Worcester Home Farm to succeed Henry S. Graves and has been re-elected each succeeding year. His wife has been a most efficient matron during this period.

Mr. Schouler's administration of the Home Farm was a period of great development and the present plant stands as a monument to his efficiency. He was ever mindful of the welfare of the inmates. When he took charge there were 240 inmates, of whom 100 were insane patients. These were later removed to the State institutions and the inmates at the time of his death numbered 185. The insane ward was converted into a hospital for women and the room occupied by the insane men was turned over to the use of the aged and feeble male inmates. He was instrumental in having a new smoking room built for the men and sun parlors for both men and women.

During his administration there was built a new horse barn, steam heating plant and laundry, blacksmith shop, carpenter shop and paint shop. He built many piggeries and conducted the city scavenger department with marked efficiency. Upon his recommendation a new electric power plant was installed to replace the antiquated steam power plant and a high pressure water system was installed around the farm buildings to protect them from fire. Mr. Schouler also built a large cement cistern from which fire engines could pump in emergencies.

Mr. Schouler was noted for his ability as a purchasing agent, a reputation established while steward of the Worcester State Hospital, and strengthened by the financial report of each succeeding year at the Home Farm. His sagacity was shown by the quickness with which he acquired skill as a farmer. He had had practically no training as a farmer, but in the course of a few years after assuming charge of the Home Farm his skill had reached such a point, that photographs of the yield of the Home Farm fields were used as examples of successful tillage by the State Department of Agriculture.

He leaves a wife, a son, James, of Portland Maine, and a daughter, Janet, a student at the Worcester State Normal School.

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Opportunity in the Near East

The eyes of the world have lately been drawn by the course of events to the struggle now going on between the nations of Europe for the trade of the Mediterranean. The opening for American products in this field is thus described by Commercial Agent John M. Carson, in the "Daily Consular and Trade Reports":

"Opportunities for the introduction and sale of American products in Mediterranean countries and those of the Near East are numerous and varied. Articles produced and largely consumed in the United States are found in those countries, and their sale is in proportion to the methods used in pushing them. In this respect trade in foreign countries is the same as in the United States. No matter how useful and meritorious an article, it will not sell itself. It must be exhibited and its qualities made known through proper agencies and liberal advertising. This fact has been recognized by some American manufacturers, and in all such cases good results have followed. Indeed, the measure of success has been so great that in a number of instances it was found advisable to establish branch factories in Europe to meet the foreign demand.

"It must not be assumed that any commodity of approved merit and popular use in America may be profitably placed in a foreign market. The inherent value and apparent utility of commodities may commend them to favor, but to make them popular they must be adapted in form and quality to the local taste, and must be presented with tact and pushed with intelligence and persistency.

"This can be done only through knowledge of local requirements, which include the habits, tastes and prejudices of the people and the business methods of the merchants. Such knowledge can be acquired most readily through personal inquiry and observation by manufacturers or by their immediate representatives, who have thorough acquaintance with the composition and construction of the products to be introduced and full authority to act for their principals. Through these direct agencies the products may be made to conform in every particular to local requirements and information be secured as to the character and responsibility of local merchants, their methods of doing business, and the best channels for transmission of merchandise.

"With this knowledge the matter of credit would be easy to arrange and one of the hindrances to the extension of American trade would be removed. In every instance of successful invasion of the markets under consideration this course was adopted and is maintained, annual visits being made by the principal or a competent representative to the main points of distribution and sale. If the character of the goods makes it advisable to establish agencies for distribution, that course is followed, and through such agencies small supplies are maintained and orders promptly filled.

"In this presentation of the foreign field consideration was not given to the noteworthy success of the Singer Sewing Machine Co., International Harvester Co., American Radiator Co., and a few other very large American concerns that have erected establishments in several European countries to supply the constantly growing demand for their products. These firms are now mentioned only to illustrate and give force to the foregoing recommendations. The success of the American shoe, the American typewriting machine, fountain pen, safety razor, certain manufactures of lumber, including household and office furniture, and other products that will suggest themselves, is largely attributable to the business methods described, and the sale of all these and of other American products adapted to foreign requirements may be promoted in markets where they are now unknown, and enlarged in those where they have gained entrance, by the adoption of and persistent adherence to the policy described."

International Machinery and Engineering Exhibition

An International Machinery and Engineering Exhibition will be held at Olympia, London, from Oct. 4 to 26, 1912, inclusive. This exhibition is organized by the Machine, Tool and Engineering Association (Ltd.), and the exhibition officers are at 104 High Holborn, London, W. C.

A contributor to the Daily Consular and Trade Reports says:

"The projectors of the exhibition state that it is their purpose to secure, if possible, so comprehensive a display that it will be really representative of the engineering trades throughout the world.

"Copies are transmitted of a prospectus of the exhibition; a list of some of the firms who are stated to have applied for space therein; copies of the general rules, regulations and conditions governing the exhibition; the plan of the proposed arrangement of Olympia for the exhibition, together with the rates for space that may be engaged; and a leaflet giving the names of the directors of the exhibition.

"I have received a letter from the organizing managers in which they express the hope that this exhibition may be brought as widely as possible to the attention of the engineering and machinery trades of the United States."

Automatic Telephone Message Recorder

An apparatus recently invented by Albert Baumgartner, of St. Gall, is said to record telephone communications in the absence of the person called up and to actually reproduce them when desired. While the apparatus does not appear to be very complicated it is nevertheless most ingenious, consisting of a microphonic telephone and a dictating machine with cylinder and sound interceptors. The receiver having been left unhooked by the absentee the spoken words are recorded on the cylinder which is set in motion, and upon his return the instrument readily reproduces the message.

At the moment the call is made from the sending station the circuit (consisting of the line wire, the coil and the pawl) is closed, the pawl being attracted to the electromagnet in the cell, the ratchet wheel of the talking machine is released, the recorder cylinder being thus set in motion. The pawl is so pivoted that its tendency is always to gravitate away from the electromagnet and engage itself with the ratchet wheel, so as to prevent the rotating of the cylinder. During the period a message is being received, however, the pawl is attracted by the electromagnet. When the connection is broken the circuit is interrupted and the pawl falls by its own weight onto the ratchet wheel which is fixed to the cylinder, and thereby the rotary motion of the latter is prevented.

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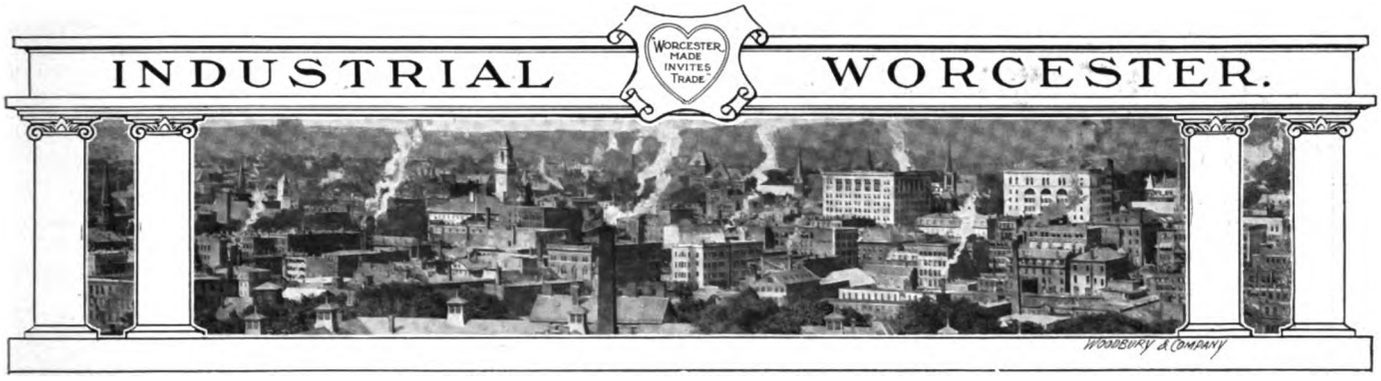

New Home of the Peoples Savings Bank

The Peoples Savings Bank is now occupying its new home on the street floor of the building at 450 Main street. The building has been practically reconstructed outside and in—a somewhat difficult task as the bank continued to occupy its old quarters on the second floor until the new quarters on the first floor were ready for occupancy

The new front of the building is classic in its details and is constructed of limestone. The front is largely given over to windows, those of the bank itself being protected by an ornamental grille.

The larger illustration herewith gives a clear idea of the view which the visitor first gets of the banking room. The floor is of terrazo with mosaic border. Around the entire room is a dado of Botticino marble, as is the marble partition which separates the public from the working quarters of the bank's staff. This is surmounted by an attractive brass grille with windows for two receiving tellers, paying teller, entry clerk accountant and treasurer's clerk. These windows are fitted with dealing plates of Carrera glass. On the side walls are glass writing shelves of an unusual type for customers' use. Beneath the glass writing surface are easily accessible subdivisions in which are placed a variety of bank and check forms.

Another illustration shows desks for customers' use in an alcove at the front of the bank. From the rear of the main room, a passage way leads to the private offices of the Treasurer and his assistant.

MAIN BANKING ROOM OF PEOPLES SAVINGS BANK

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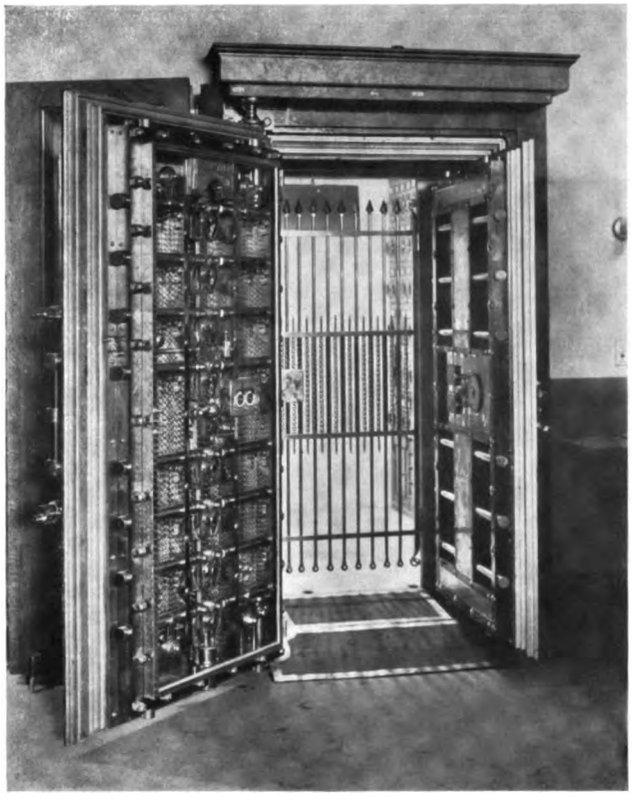

VAULT DOORS

The office of the Assistant Treasurer is on the left of this passage way, is commodious and is especially attractive by the simplicity of its fittings. This is true of every part of the bank's furnishings, which are of rich mahogany as is all the woodwork.

QUARTERS OF TELLERS AND ACCOUNTANTS

Beyond the office of the Assistant Treasurer is the office of Treasurer Charles M. Bent, furnished with that simplicity and dignity which is the highest expression of true art, as is shown by another of the views that accompany this article.

Opening from the Treasurer's office and from the passage way is a conference room fitted in keeping with the general scheme. At the end of the passage way are stairs leading up to the dressing room for women employees and the Trustees room, which are located on a mezzanine floor at the rear of the building. The trustees room commands a fine view of the main banking floor and its furnishings are typical of the solid and substantial men who gather from time to

NEW HOME OF THE PEOPLES SAVINGS BANK

time about the large mahogany table to transact the business of this bank with its long continued period of uninterrupted prosperity.

Much thought has been given to the plan for the working quarters and here may be found an equipment of the most modern type to facilitate the transaction of business and the safeguarding of the treasures entrusted to its care. Safes for the card ledgers and steel filing cabinets for other important documents, and signature cards are some of the substantial parts of this equipment. At the rear of this section is the big vault, the entrance of which is reproduced on these pages.

In the basement are three storage vaults, a concrete book vault, lavatory, lockers and rest room for employees, janitor's room, storage room, a low pressure boiler for heating, a hot water heater

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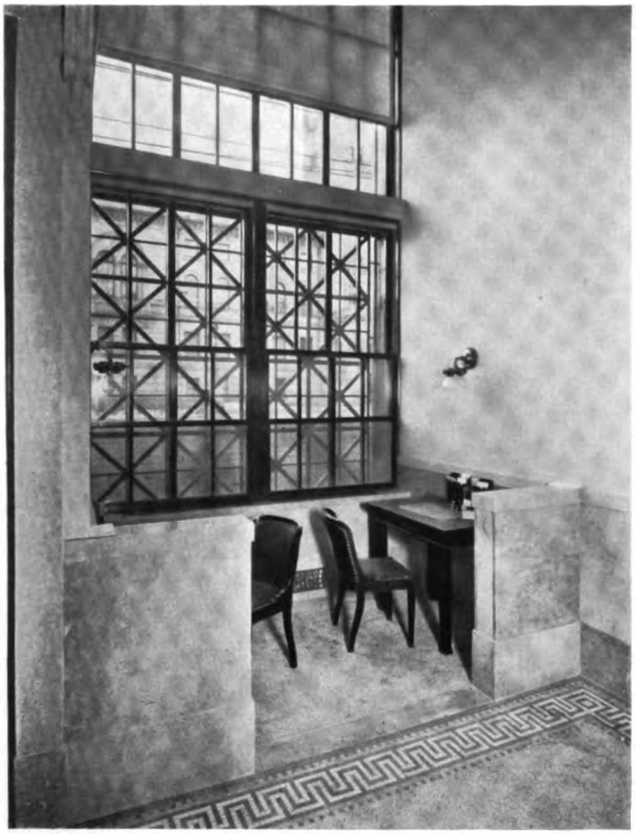
equipped to use either gas or a steam coil, and an electric turbine vacuum cleaner.

An electric elevator gives quick access to offices on the upper floors which are leased for general purposes. These are finished in quartered oak and many modern devices are found in the construction such as telephone conduits from the center of each floor to the various offices. The entire contract from plans to furniture was given to Hoggson Bros. of New York, who are carrying the work forward to completion in a creditable way and to the satisfaction of the bank's officers.



ALCOVE ADJOINING ENTRANCE

THE TREASURER'S OFFICE

Washburn Sensitive Drill Press

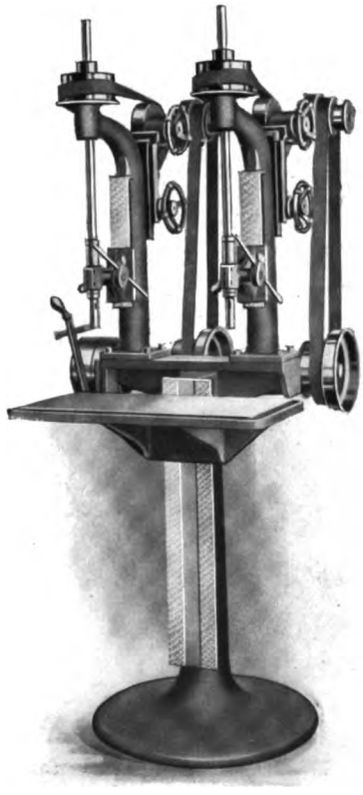
The Washburn Shops of the Worcester Polytechnic Institute have recently placed on the market a new type of motor driven sensitive drill press and multiple spindle sensitive drill press. The main point of superiority, the makers claim, of these machines over other machines of similar type, and which is readily apparent to the mechanic, is the possibility of varying the belt tension instantly at the will of the operator. The tension on all belts is controlled by automatically locked belt tighteners. The arrangement of this device is such that the bracket and slide is locked in every position and the only labor necessary to change the belt tension is to turn the hand wheel. The device is very simple, and that there is nothing to get out of order is amply attested by the fact that the same arrangement has been used by The Washburn Shops on hundreds of drawing stands and drafting tables during the past few years without a single complaint. With this arrangement it is possible to tighten the belt to the exact tension necessary for the best results, and so easily operated that on completion of the job the tension on the belt can be instantly released, thus increasing the life of the belt.

This automatic belt tightener makes it possible to produce a successful motor driven sensitive drill press. The motor is attached to the back of this column, thus balancing the table at the front and giving a symetrical effect to the whole machine. The drive is from the cone on the motor to a cone on the drive shaft and then by quarter turn belt to the spindle. With the multiple spindle machine the countershaft is made a part of the machine, being located at the rear of the column. The drive of the countershaft is by open belt to a jack shaft and then by quarter twist to the spindle pulley. All bearings are ring oiling.

The spindle pulley is supported on an independent bearing which takes the entire pull of the belt so that the spindle runs absolutely free. The bearing on which the spindle pulley runs is always flooded with oil, a retaining ring being cast concentric with the bearing forming a basin which holds the oil and prevents all spatter which is so annoying in the ordinary sensitive drill.

The motor driven machine has both a square and round table. The square table has a genercus apron and swings about the column. It can also be tipped to any angle. The round table is vertically adjustable on the column and can be removed and either a cup center or crotch center placed in the supporting bracket. These centers are both furnished with the machine. Any type of constant speed motor can be used.

The spindles of both machines are bored to fit a No. 1 Morse taper and the machines have a capacity to $\frac{5}{16}$ inch high speed drills. The motor driven drill equipped with a direct current motor weighs 430 lbs. The two spindle machine weighs 715 lbs.



WASHBURN DRILL PRESS

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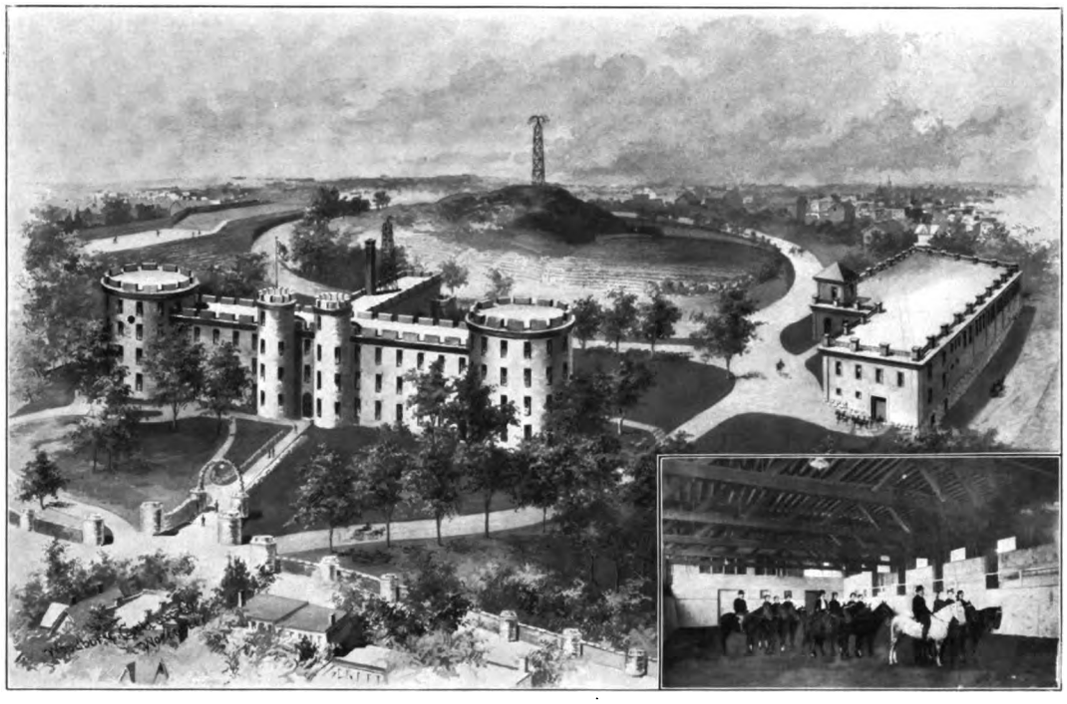


WORCESTER RIDING SCHOOL AND ITS ENVIRONMENT

Worcester Riding School

Close to the center of the city, with the picturesque Oread Institute for a background, is the Worcester Riding School, which, in spite of the fact that its work is unknown to many, has produced during its two years or so of existence, scores of educated riders. Ladies and gentlemen are taught to ride properly and enjoy this healthful sport as well as being given most thorough instruction as to what to do and when and how to do it, in emergencies of every kind. Very particular care and personal attention are given to children.

Mr. Harry W. Marsh and Dr. W. J. Hennessey are the owners of this school and have brought it to its present efficiency and popularity.

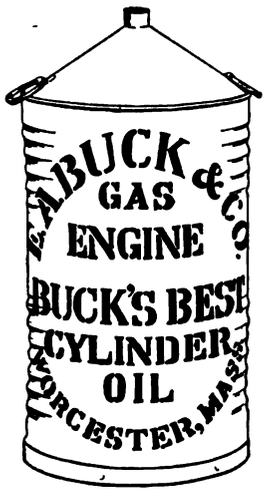
The Academy itself is a sizable structure, designed especially for the purpose and contains the modern appointments of a perfectly designed riding school. On the interior of the building is tanbark ring over 100x60 feet which, with the outdoor ring furnishes the area for riding. Along one entire side of the interior ring is a commodious gallery furnishing seating capacity for upwards of 250 people.

Separate and convenient dressing rooms are provided for ladies and gentlemen. A modern stable filled with handsome and intelligent horses together with saddle rooms, offices etc. complete the arrangements.

The new chief instructor, Mr. Arthur Barrington, comes to the school from long connection with the Durland Riding Academy and the Union League Club of New York City, as well as having owned and operated his own riding school at San Francisco for eighteen years. Mr. Barrington brings his own high school horse, Dandy, whose accomplishments and almost human intelligence are exceptional.

The work of the school is comprehensive, all styles of riding being taught, with a leaning toward a modified form of English riding which is comfortable for the rider. Jumping and leaping lessons are given as well as instruction in fancy riding.

In the evening, business men's classes occupy a portion of the time, while Saturdays are largely children's days. Frequently many spectators are found in the gallery watching the tribulations and successes of their friends who are striving to acquire the skill necessary to enjoy this health-giving pastime.



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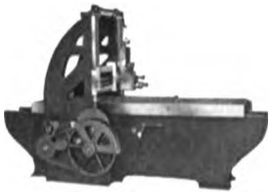

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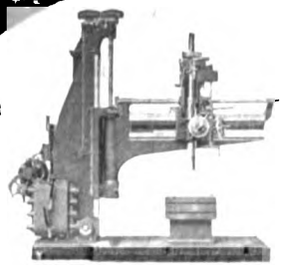

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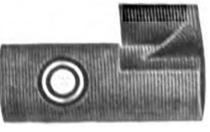

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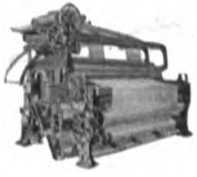

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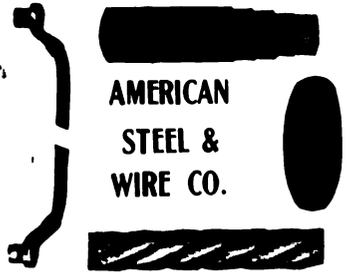

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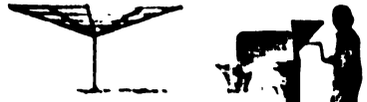

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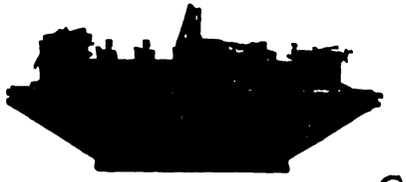

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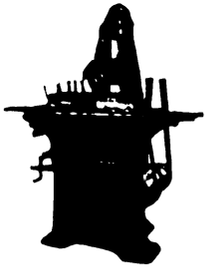

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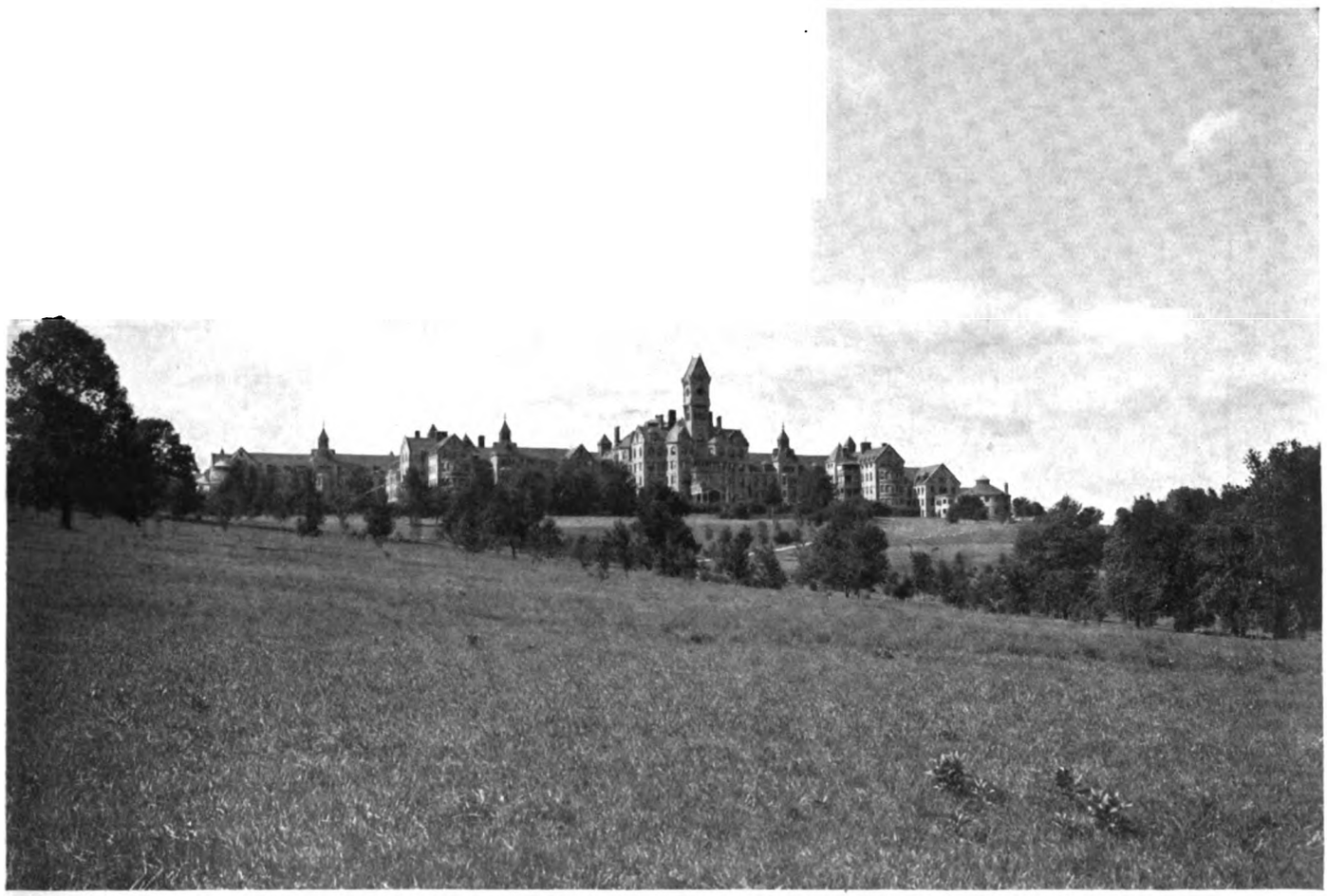

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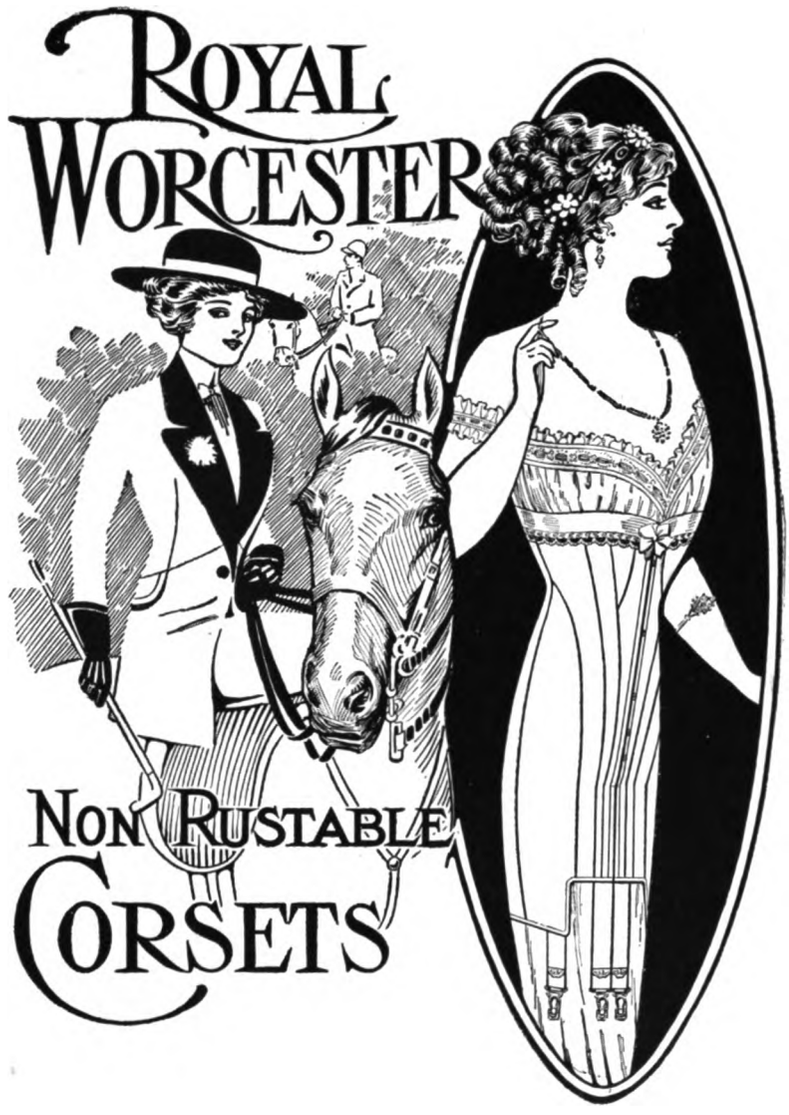

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The WORCESTER MAGAZINE

Proposed Diagonal Street

The Commission on Relief of Street Congestion Makes a Comprehensive Report Which Suggests Many Far-Reaching Changes and Considerable New Construction, Emphasizing Particularly Their Belief in a New Traffic Street to Connect Washington Square with the South End of the City.

AMONG the projects suggested in the report of the Commission on Relief of Street Congestion, which was submitted to the Mayor and the City Council in the last month of the year just closed, was a plan for a new diagonal street which has aroused considerable public interest. The suggested street is planned to extend from the Union Station to Madison street at a point near Main street.

As this Board was instrumental in securing the appointment of the Commission in the first instance, so was it the first organization to devote itself to intelligent study of the report made by the Commission. The Committee on Municipal Affairs under instruction of the Board of Directors is now engaged in a thorough investigation of the various projects included in the full report.

The Commission has been engaged for over four years in a comprehensive study of the problems presented for its consideration and the portions of its report which are of particular interest in connection with the general matter of street congestion, and the new diagonal street specifically, are included in the following excerpt:

After this outline of the Commission's creation and organization, and before entering upon a discussion of the general subject to which it has given attention, or making such recommendations as it considers within its province and advisable, it may be proper to call attention to certain limitations and impractical features in the order creating this Commission which have given to its work and to this report a somewhat different character than the Commission itself had hoped at the first might be possible.

From an examination of the creative order it will be seen that the Commission was given no power to carry into execution any improvements whatever. Its powers and duties were simply those of suggestion and recommendation. Neither were its recommendations particularly defined nor restricted to any section of the city except as might be implied by the Commission's title "for the relief of street congestion." And while by the terms of the order the Commission was called upon or empowered to prepare estimates of cost and to apportion betterments, the carrying out of either provision under the limitations as to power and authority has been considered as quite impracticable.

Not only would it be a task of immense labor and expense, but its futility becomes apparent when the constant change in values and circumstances is considered. To enable the Commission to carry out this provision, it would be necessary that it be made a permanent body, and that it be given further legal powers.

Furthermore, the Commission has found itself limited in many of the recommendations which it might have been inclined to make, particularly as to ways and means, by the legal conditions which, in this state, and in most of the states in this country, limit the powers of the city in the taking of land for public improvements. Quite generally in Europe, municipalities possess the power of excess-condemnation, by which more land than is actually needed for a given improvement may be taken, and the excess sold at its new and increased value as given by the improvement. Several states have passed legislative acts granting such powers to their cities, but the constitutionality of these acts is somewhat in doubt.

Except by the exercise of some such rights, only recently granted, the most economical and practical means of carrying out extensive street or park improvements is unavailable for American municipalities, and the great need of such powers is being strongly urged by city improvement commissions throughout the country. The immense value of such powers is at once evident, when it is understood that under this method, as in the case of European cities, great improvements are made to pay very largely, and sometimes entirely, for themselves.

In another particular, also, this Commission has felt itself limited as to the extent of its studies and the recommendations that it should make. Within the last few years, comparatively speaking, there has come into existence a new art or science, that of City Planning. Starting in Europe, it has spread to America, and has taken a place beside engineering, architecture and landscape architecture,—with its own literature and periodicals and its skilled experts. This Commission feels that such an extensive and complete study as it at first thought to give to Worcester, and the consequent complete recommendations, should be made by those having expert fitness for such a task. There are several men in this country who have made a long and extensive study of city planning problems, who have acquired a large exper, ience in the consideration and execution of similar work and who possess particular skill and aptitude in the art.

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This Commission considered the advisability of employing an expert city planner to take up with it the study of Worcester's conditions, and to prepare a plan which should embrace the whole city and suggest a complete revision and development of the city's streets and parks. The expense, however, of employing such expert assistance and the preparation by him of such a plan did not seem warranted under the circumstances,—at least, not until the City Council should so order. Although such expert study and design would entail an expenditure in the neighborhood of ten thousand dollars, this Commission believes that, could there be an assurance of the adoption of any considerable portion of the plans and recommendations so prepared, it would be money well spent.

This Commission has spent considerable time, as a body and through its committees, in studying the city as a whole and also certain particular sections of the city, not only with a view to the betterment of present conditions as relating to congestion of traffic, but with a view, also, as to the proper development of the city in its outlying sections. And while it seems advisable, under the specific implication in the creative order, that the Commission confine its particular detailed recommendations to the center or business section of the city, where, if anywhere, congestion is in evidence, it would call attention to two matters which have particular reference to the city's outlying sections.

The desirability and advantages of what may be called an outer circumferential are worthy of careful consideration. In a large number of cities of the size of Worcester, this detail of street development is being given special study and attention. By a " circumferential " is meant a street, or natural connection of streets, which will afford a ready passage completely around the city and near its outer circumference. A street of this character has been advocated heretofore, but its distance from the center of the city has been, possibly, too limited,—as, for instance, to Park Avenue upon the west. Its desirability from purely aesthetic reasons, as a driveway for pleasure, is of particular importance, but of a further and greater importance is its usefulness as a natural connection of points lying upon the borders of the city, to be used in ordinary travel. A suggestion of the route to be followed by such a circumferential is made in the map so designated and accompanying this report.

The more important matter, however, relating to the outskirts of the city, and in fact to all the undeveloped or partly developed sections, is the necessity for more absolute and particular control by the city of all street development. At present, as each new section is developed by some individual or real estate syndicate, such section, whether it be small or large, is developed simply with a view to getting out of it the greatest number of building sites, to be sold at the greatest possible aggregate return in profit, with no particular thought or study as to the relation of such improvements to those of any neighboring property or to the city in general. Under existing ordinances, the plans of such private street development are required to be approved by the city before connection can be made with publicly established streets, but beyond this requirement, the city has no proper control of such street development. In order that there may be a consistent relation between all of the city's streets, with a view to the realization of a certain definite eventual city plan, this Commission would recommend the consideration by the city, through its street and law departments, of regulations by which all street development upon private property may be more absolutely controlled by the city. A large percentage of the congested and inconvenient conditions which now exist in the older sections of the city are due, undoubtedly, to the original and continued existence of these present methods. On the same principle that the city now controls the sanitation and fire hazard of private property, it would seem possible and proper that it should control street development, which is a matter of the greatest public importance.

And in connection with this particular phase of the subject, it would seem especially desirable that the city, through its street and engineering departments, should formulate in advance a comprehensive plan, in outline at least, and of a general character, along which all street development should be carried in those sections of the city at present only partly developed. While any changes in the older sections of the city can be made only at great effort and cost, development in newer sections of the city can be planned and controlled so that objectional features in street arrangement may be reduced to a minimum.

Aside from the foregoing suggestions as to the city streets in general, it has been thought advisable to confine the recommendations of this Commission to the present business sections of the city, practically embraced within a half mile circle, whose center is taken at the City Hall. It is within this territory that changes are most imperatively demanded, and that certain changes and developments of present street arrangement would result in the greatest degree of aesthetic improvement, and in the greatest relief from any marked congestion or inconvenience of travel or traffic.

Without going into the many theoretical principles which underlie a scientific arrangement or planning of a city's streets, it may be sufficient to state only two or three which in the present instance seem most worthy of consideration. First may be mentioned the principle that the natural centers should be connected in the most direct manner possible.

In every old city, such as Worcester, there have developed certain well defined centers of traffic distribution. As is almost universally the case, there is one such center at the point where the outside world makes its entrance to the city by railroads, as, in Worcester, at Washington Square. Previous to the development of the modern trolley system, and subsequent to the time of the stage coach, the point or points at which the steam roads located their stations, naturally became the point at which any system of street arrangement or planning should have its start or beginning. It was from this point that freight and passenger traffic to the outside world left the city, and at which imported merchandise and the visiting stranger entered the city. As usual, also, another center developed at the point where originally was the place of public meeting,—the common, the City Hall and the early " meeting-house." Such a center most naturally developed in Worcester, at the corner of Main and Front and Pleasant streets; for not only were the original places of public meeting at this point, but here, also, the original main thoroughfares of travel crossed. Again we find something of the same condition and the same results at Lincoln Square,—also, to a lesser degree, at Webster and Vernon squares, and, of later evolution, at Newton Square. It is from these and other similar, though minor, points of street junction that travel makes its way to certain well defined and separate sections of the city; and it at once becomes apparent that from

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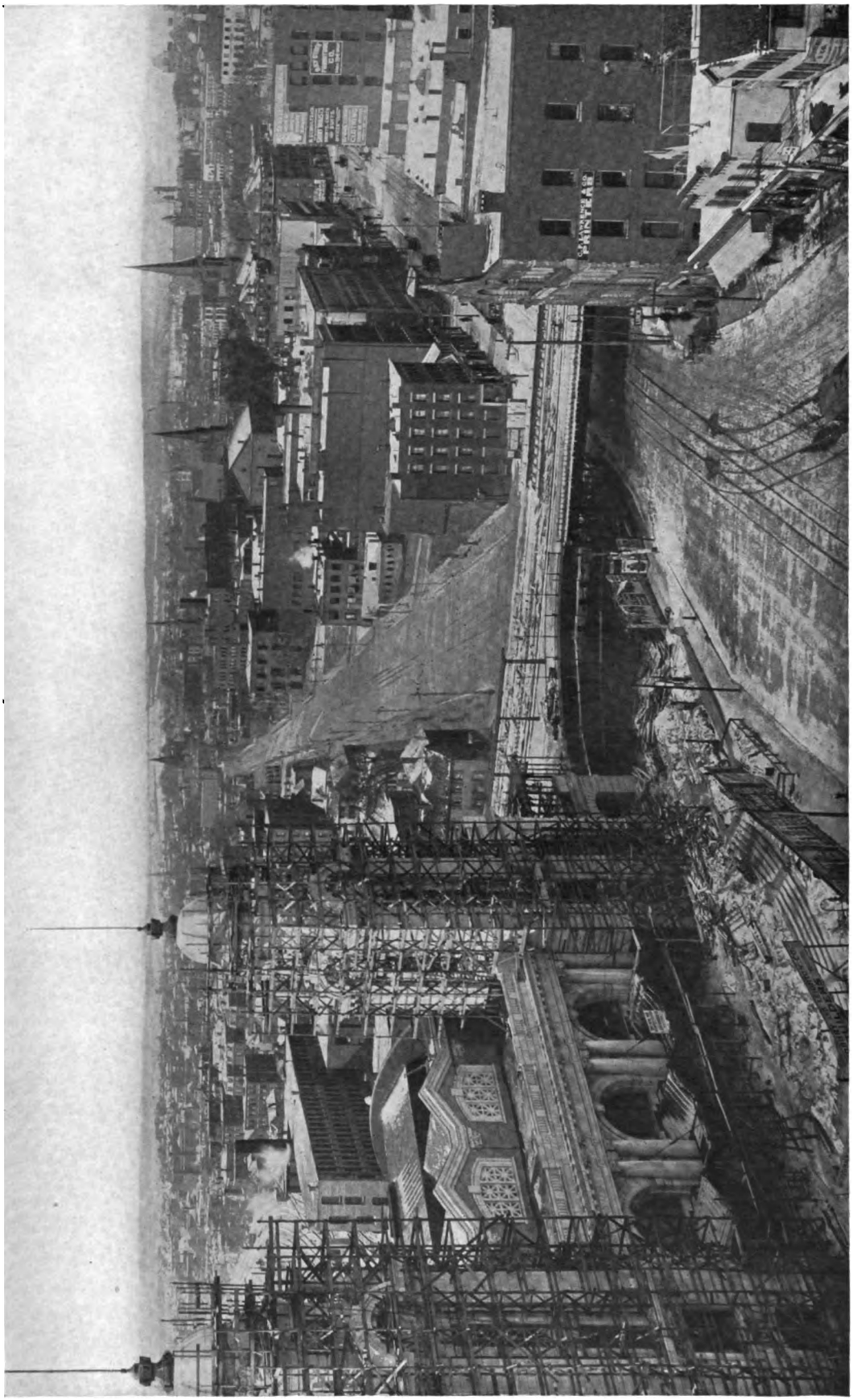

SKETCH OF PROPOSED DIAGONAL STREET AS IT WOULD APPEAR WHEN COMPLETED

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each center thus naturally developed, and demarking a point of departure, there ought to be a most direct and easy line of communication to each and every other center. Especially is this the case when, as in Worcester, certain sections of the city are separated from each other by topographical conditions which make travel extremely difficult.

The natural topography of the land and the artificial barriers of the established railroads make a separation between east and west that restricts and so congests the travel and traffic between these sections. As the city has grown in population and extent the amount of travel has increased proportionately,—while on the other hand, the avenues of communication between the distinct and separate sections of the city have not increased in number,—and as they are of width quite inadequate to modern conditions, they are becoming more and more a serious condition and problem.

Even Main Street, which is the most direct artery of travel, and connects three of the city's most important and well defined centers,—Lincoln Square, the Common, and Webster Square,—is all too narrow for an easy and perfect communication by trolley, team and foot. Because of the topography of the city it is over this street, too, that much traffic passes, which, with improved conditions elsewhere, might take a different route. This is particularly true as relates to traffic to and from the south and west. Between Highland and Salisbury streets at the north and Webster Square at the south, practically speaking, the only streets to the west of Main Street which are used for through traffic to any general extent, are Pleasant, Austin, Chandler, May and Maywood streets. For all practical purposes, the other streets leading west from Main Street may be neglected; and of those five streets May and Austin streets at present are of comparatively little use. Yet it is in the western section of the city, reached by these streets alone, that there has taken place during the last few years a most extensive residential growth. This growth promises to continue and increase with the city's growth, and more and more traffic must follow these restricted channels from the west to Main Street, and from there find other channels to the east or south or north.

From the south, Main Street receives the traffic of a number of streets, entering it upon both sides, which at present it must carry as far as Front and Pleasant streets before it is naturally diverted to the east or west. Practically all the traffic to and from Washington Square to the section south of the Common and west of the railroad tracks passes over Main street by way of Front Street and Harrington Corner. To the north, Summer Street at present affords a very satisfactory connection between Washington Square and Lincoln Square, from which extend several comparatively good streets to the territory lying still further to the north.

To the east of the railroad tracks and south of Washington Square is a great district known as the east side, with a large suburban territory lying beyond. The communication between this section and the center of the city, and across that to the west side, is through a very limited number of streets. There again the natural and easy communication with the west side of the city is restricted by the topography of the land and by the railroad.

This arrangement is till further aggravated by the narrowness of the streets, which being old and laid out with no thought of modern conditions or of Worcester's growth, are wholly inadequate even for present traffic. Where modern conditions and necessities have placed trolley lines in some of these streets, the present condition is well nigh insufferable,—as in Pleasant and Chandler streets.

* * * * * * * * * * * * *

Of the improvements which it (the Commission) would suggest, some are of very obvious necessity and use, and have been proposed from time to time by other civic bodies and individuals. Regarding such improvements, it is very unfortunate that they were not made years ago, when their cost would have been but a small part of what it will be at the present time; and this increase of cost will grow with each succeeding year of the work's postponement. Other of the improvements which will be suggested may seem to particularly radical and of prohibitive expense, and yet this Commission is of the opinion that the first cost of these improvements, to a very great extent, will be returned to the city in increased tax valuations resulting both directly and indirectly therefrom. If the city can obtain legislative authority along modern lines, by which some of the resulting increment of value may be made to revert to the general public which creates it, the cost of all improvements will be lessened so greatly that it need form no hindrance whatever to the various projects. The Commission can see no other way, moreover, than to recommend such improvements as it believes to be desirable and necessary, independent of cost or of private interests, because for the general public good. Any considerable change in existing conditions by an improvement of any magnitude is bound to meet the objection and obstruction of private interests involved. It is a well recognized fact among students of municipal improvement and experts in city planning, that the so-called real estate interests are often a great hindrance to improvements of a general character which have to do with the proper development of a city as a whole. This is inevitably so, since the interests specified are entirely personal and have to do largely with present conditions, while the highest class of municipal improvement merges the individual into the whole body of citizens, and has to do in the greatest possible degree with the future and with far reaching results.

It could hardly be expected, either, that more than one or two of the various needed improvements could be carried out at any one time or within any period of short duration. It would seem entirely feasible, however, to take up from time to time, as the occasion might seem most opportune, some one of the improvements suggested or some small number of them, bearing in mind their relation to each other and to a general relief of traffic.

The first suggestion which this Commission would make is the construction of an entirely new street, not less than eighty feet wide, from a point approximately where Canal Street enters Front Street, near the new Union Station, and extending diagonally through Trumbull Square and across Salem and Portland streets, to a point near the junction of Main and Madison streets. By reference to the general plan accompanying this report, or by tracing its suggested line upon the city map, this diagonal will be seen to form a practical and almost direct continuation of the new Shrewsbury Boulevard, and to be nearly parallel with that part of Main Street which lies south of Madison Street.

In the opinion of this Commission, a broad street located as suggested would form such a direct and attractive connection between Washington Square and the southwestern section of the city, that eventually a great amount

(Continued on page 73)

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Address at Dedication of Massachusetts Monument on Petersburg Battlefield

Inseparable Links in the Nation's Historical Chain, Massachusetts and Virginia are Closer Joined by the Ceremonies at the Unveiling of the Monument Erected by this Commonwealth and by this Oration Delivered by a Worcester Veteran

By Hon. Alfred S. Roe

"The blast from Freedom's Northern hills, upon its Southern way
Bears greetings to Virginia from Massachusetts Bay."
—*Whittier.*

In our nation's historical chain Massachusetts and Virginia form two inseparable links; Captain John Smith regarded New England as one of his children, Virginia, the other, and in that immortal document, known as the Mayflower Compact, the adventurers describe themselves as on a "voyage to plant ye first colonie in ye Northerne parts of Virgina." Had their supposition proved true how differently the pages of history might have been written. Jamestown, 1607, and Plymouth, 1620, barring a Dutch interval at the mouth of the Hudson, for years divided Atlantic coast honors between them. Even the Mayflower in a subsequent voyage is said to have carried passengers of ebon hue to the Southern colony and Roger Ludlow, a former deputy governor of Massachusetts, spent the last ten years of his life in Virginia.

When the Revolutionary War was impending the two colonies were as one in their attitude towards the mother country; unitedly they opposed the Stamp Act, and when the Massachusetts Joseph Hawley said, "After all, we must fight," Virginia's Patrick Henry, with uplifted hand and calling upon God to witness, cried out, "I am of that man's mind." Though Henry was foremost among those calling for a Congress of Colonies John Hancock of Massachusetts was its second and longest time president, and he was a Virginian Harrison who, in conducting Hancock to the chair, exclaimed, "We will show Britain how much we value her proscriptions." When in his impassioned speech of Mar. 25, 1775, Henry shouted, "The next gale that sweeps from the North will bring to our ears the clash of resounding arms," Massachusetts did not wait a single month before freighting that breeze with tidings of Concord and Lexington.

Virginia furnished the revered Commander of the American armies during the long struggle for independence, but it was John Adams of the Bay Colony, who, recognizing his superlative fitness, nominated Washington for the position, and Massachusetts Cambridge yet holds sacred the ancient elm under which command was assumed of the Colonial troops. Men of the North never blamed the great Virginian a single minute for the glow of recognition which swept over his face when, for the first time, he saw in line, within sight of Harvard College, his brave comrade of Braddock's time, old "Dan" Morgan, and his Virginia riflemen. If Jefferson framed the Declaration of Independence the two Adamses on the floor of Congress secured its adoption, and fifty years later Adams and Jefferson, one in spirit and love of a common country though separated by many miles of distance, both ceased from earth at practically the same moment of time and together presented themselves before that God whom both revered.

When in later years, in the piping times of peace, the Father of His Country, the first president of the United States, made his triumphal tour through New England nowhere was the acclaim louder than that which greeted him from the banks of the Connecticut to Boston and thence to the New Hampshire line, and a dozen houses still standing in the Bay State are thus preserved, largely because of the sacredness imparted to them through Washington's having crossed their thresholds, either for food or sleep, and all classes and ages yet view with gaping wonder the slightest object connected with the life and deeds of that marvelous Virginian.

At the same time Massachusetts remembers that it was her Benjamin Lincoln of Hingham, whom Washington had deputized to receive Cornwallis' sword at the hands of General O'Hara at Yorktown, and, when a century later, the towering shaft was to rise above the scene of the surrender it was the voice of an eloquent son of the Bay State that pronounced the address at the corner-stone laying, that of Robert C. Winthrop, a direct descendant of the first governor of the Bay Colony.

In the "era of good feeling" when James Monroe of the Old Dominion was president we do not forget that he journeyed north and was feted in Doric Hall of Boston's State House. Gov. John Brooks was at the head of the table, and never saw that hall a prouder sight than when those two Revolutionary worthies graced the same festive board. If the world recognizes Chief Justice John Marshall as the judge beyond compare of constitutional law, with equal unanimity men recall Daniel Webster as its principal expounder, and if, in Massachusetts' opinion, anything were lacking to make the soil of the Old Dominion as sacred as those to the manner born maintained, that something was supplied when Col. Fletcher Webster, older son of the great expounder, on the terrible second Bull Run battlefield painted with his own life blood that soil a deeper crimson than that which, in prophetic vision, the father saw inscribing on the milky baldric of the American flag those talismanic words, "Liberty and Union, now and forever, one and inseparable."

Yet even brothers differ on some subjects; the best of friends sometimes fall out; for years England was rent by her Wars of the Roses; the shield, with its differently colored sides, sent otherwise peaceable nations into battle; no one consideration is of greater moment than the viewpoint. But this is neither time nor place for discussion of the causes which in the fullness of years ranged the erstwhile friendly commonwealths on opposing sides of an issue which threatened the life of the nation. The same native traits and training which made Massachusetts and Virginia leaders in the days of separation from Britain projected them to the forefront when civil strife lifted its savage head and, crying "Havoc," let slip the dogs of war. With an alacrity that savored of the days of Concord, Lexington and Bunker Hill, Massachusetts sent her Sixth Regiment, the very first armed organization, to shed its blood in Baltimore and to stack arms in

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Washington; but earlier still George L. Ruffin of Virginia had gone to Charleston, S. C., to fire the very first gun at Sumter.

Bull Run becomes a kindergarten of war; Richmond is not alone the capital of the State, she is also the seat of authority for the Confederacy, while Boston, Massachusetts' capital, if not the head city of the North, at least has the pleasure of seeing infinite deference paid to the principles that she has advanced. Both commonwealths, choosing sides according to their respective lights, send forth their bravest and best to do battle for the right as they see it. How well the men in blue and gray, from their respective states, acquitted themselves the extended roll of honor in each case may answer.

In reviewing the more than two thousand names of battlefields in the War between the States the singular fact is noted that out of the entire number no fields were more fiercely fought than the four which have a common ending in b-u-r-g, viz.: Fredericksburg, Vicksburg Gettysburg and Petersburg. What examples of valor engineering and battle-skill the several fields present! The first on the banks of the Rappahannock, the Old Dominion city, named for that Prince Fred, whom Thackeray ridicules, the home of Washington for a portion of his life, where he was inducted into Free Masonry before attaining his majority, and where, at the beginning of the Revolution, he bade goodbye to his venerated mother; everything historical would rule against savage war on these hallowed grounds, yet down those river banks, by boats and bridges, untold thousands, heedless of the pittiless rain of iron and lead, rushed to destruction, and remote is the day when either North or South will forget the sacrifices on the slopes of Mary's Heights, an exhibition so appalling that Lee, the great Confederate, placing his hand on the arm of Longstreet, exclaims, "It is well that war is so terrible or we should grow too fond of it," and while they lived Northern Rachels ceased not to mourn for their sons who perished at Fredericksburg.

The scene changes to the tawny waters of the Mississippi, where for months the mines had crept slowly in, crowding still more closely the devoted defenders of Vicksburg, to many of whom cave-life had become a matter of course, who were accustoming their stomachs to hitherto untried varieties of food, yet apparently willing to endure and still to endure, hoping that something might happen which would relax the grasp of Grant, the Relentless. We see him throughout the siege, ubiquitous, determined, careful as to all the details of the slowly advancing lines, then as later, cool and collected, perfectly willing to wait the inevitable moment of capitulation and, when the proffer came, demanding as at Henry and Donelson, "Unconditional surrender." If anything could assuage the grief which followed Fredericksburg it was when the North learned the news of that unparalleled Fourth of July on the Mississippi whose waters, through the impending fall of Port Hudson, are soon to flow unvexed to the sea.

And while these scenes at Vicksburg are writing themselves deep in the popular mind another name is being recited o'er and o'er and men with bated breath are asking each other, "What of Gettysburg?" An obscure town in southern Pennsylvania is suddenly elevated to a place along with Waterloo, Blenheim, Cannæ, Arbela and other fields of carnage where men by thousands went down fighting for what they deemed the right. Three long days of charge and counter-charge, artillery-duel and Pickett's advance up to the High Water Mark; how vividly the scene comes back to us; the parallel ridges, the contending hosts in blue and gray; the mounted leaders: Meade, Warren, Hancock, Reynolds, Sickles, Sedgwick, on the Federal side; Lee, Longstreet, Hill, Ewell, Stuart and Early on the Confederate. Little Round Top, the wheat field, the peach orchard and the Devil's Den, can they ever be forgotten? How evenly balanced the rival forces! With what desperation that line of gray under Pickett's lead dashes itself against that adamant of blue, and if in the Union front we see Lieutenant Cushing firing a farewell shot as he falls we can not close our eyes to the Virginian Armistead, also going to his death, who with his hat aloft on the tip of his sword affords to his followers an oriflamme like the helmet of Navarre. Two hundred thousand men of the same race and language struggling for mastery; if to Victor Hugo's mind Waterloo was not a battle but a transformation of the Universe what shall we call Gettysburg?

Petersburg! It is reached by progressive approach. Grant, like another Lochinvar, had come out of the West. The Federal government, determined on a new policy, had made him a lieutenant-general and entrusted to his command all the armies of the Union. To him had been ascribed the remark that the Eastern soldiers had not fought their battles out, and possibly it was with the intention of seeing that the last available resource was exhausted, that he turned his face eastward, but even Grant was soon to learn that great and valorous as had been his western opponents he had never met Lee and his lieutenants. With no blare of trumpet, with no pomp of bodyguard, the great commander entered Washington wholly unannounced, accompanied by his son Fred. His reception at the War Office and at the White House must have been quite in keeping with his modest, unobstrusive nature, and on the tenth of March we see him, for the first time, visiting the Army of the Potomac at Brandy Station.

With accustomed economy of words Grant has scarcely more than this to say of the opening of the campaign, early in May, '64, "Lee, with the capital of the Confederacy, was the main end to which we all were working."

In advance or retreat the Rapidan had been crossed again and again by the Union troops; the fourth of May beheld the beginning of the final aggressive movement; there will be halts and flankings but never the retreat of a single inch. The line on which it was proposed to fight it out, even though it involved the entire summer, was by no means a straight one; sinuous, angular, zigzag, there were at times nodes or knots whose taking absorbed many days of that summer and caused the loss of thousands of human lives. The Wilderness, Spottsylvania and Cold Harbor used up all of May and ran well into June, and long before this time the commander must have revised his reputed notion that the eastern armies did not fight their battles through; more than 40,000 of his soldiers are killed, wounded or captured, always responding promptly and with spirit, even on that terrible third of June when they charged to certain death; he must have found that East or West, North or South the fighting men were much the same.

To recognize and acknowledge error is one of the marks of true greatness, and we love Grant the more because he had the frankness to say, "I have always regretted that the last assault at Cold Harbor was ever made." However vigilant the Union army that of the Confederate was equally so; at no time and in no place were the boys in gray caught napping. It mattered not how early we started, how stealthily we approached nor

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what road we took we were sure to find a " Johnny Reb " there before us and quite prepared to receive. And so on down to the James River, by a strange coincidence traversing much of the country that McClellan had exploited in '62, and over the James to the south of the city near which we are gathered to-day.

Petersburg is not a single battle, and we hesitate whether to nominate it a continuous engagement, with interludes through 291 days or a series of nearly if not quite 200 fights. General Halleck would have invested Richmond on the North, interposing the great Potomac Army between the Confederates and Washington; not so Grant. His plan is to cut off all sources of supplies from the South and all communication with the greater portions of the Confederacy, trusting to his own engaging qualities to so attract and hold the attention of Lee that the latter will be in no way tempted to turn his back upon him. Though in a moderate manner the tactics of previous years were tried, and Early was sent out on his famous sortie of July, '64, really endangering Washington, the silent commander simply detached enough of his army, viz., the Sixth Corps, to head off that energetic Virginian and under the lead of Sheridan, aided by the Eighth and Nineteenth Corps, to fight the campaign of the Shenandoah Valley, yet never for a moment giving any indication that he was any the less the Charles Martel of the Union. Day and night his mighty blows resounded along his far flung battle line, extending from the further banks of the James to a point far west of Petersburg, beyond the Boydton Plank Road, fully twenty miles in extent. " The intrenchments consist of redoubts connected by infantry parapets, with ditches and entanglements of slashings or abatis which the army might withdraw from at any time, leaving a sufficient force to hold them, and move to intercept the railroads and attack Lee's army in unexpected quarters south, or even north of the James. The Confederate intrenchments are similar to our own except that their works are not closed in the rear."

Massachusetts Monument on Petersburg Battlefield

Every day's doings during the period of investment is a matter of record, and there is something doing nearly all the time, so that a symphony of war in the most approved fashion is ever in progress; now reaching the highest and again the deepest notes of the scale as a charge is made against the lines of the enemy or one from the latter is repelled, anon dying away to the desultory exchange of picket shots and possibly ceasing altogether for a moment as " Yank " and " Johnny " exchange friendly greeting over the brief interval separating them. Perhaps it is one of the assaults upon the Weldon R. R. and all concerned march and countermarch, get lost in the labyrinthine mazes through which they pass, charge the enemies' works, lose life or limb and then the survivors return to the steady job of fortifying.

Possibly within the period of recorded history no age nor place, for the same length of time, was the source of so much continuous noise as the rival lines of fortifications from the Appomattox westward to their extreme limit, nor was it the Petersburg Express, notwithstanding its deep-toned salutations, that troubled most; in passing it may be said that the " Express " is honoring an innocuous old age on the great campus of the Connecticut Capitol at Hartford, at the same time a monument to the First Heavy Artillery that manned it and a source of infinite satisfaction to the world-wide curiosity seeker. Rather was it the never ceasing patter of bullets and the compliments of artillery of far less calibre than that of the " Express " that vexed the hearer's nerves.

The common exchange of sentiments won for the Federal Fort Sedgwick the appellation of " Fort Hell," and its vis-a-vis, on the Confederate line, Fort Mahone, acquired the equally euphonious name of " Fort Damnation." Gen. William F. Bartlett, commanding a brigade in the assault of July 30, writes thus to his mother, just a week before that event, " The bullets patter like rain at times against the outside of this stockade of logs, the inside of which my elbow touches as I write. It is a continual rattle of musketry, sometimes swelling into a roar

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along the line, and varied with the artillery and mortars. To give you an idea of the firing that is going on constantly I will count the shots in the next minute. It is more quiet than usual to-night. Eighty-one, and one heavy mortar-shell which burst in the air between here and the second line but sounded as if it were in the next tent. Says one observer: "We are quite near Petersburg, the churches, etc., being in plain sight. It appears to be a pretty place. Yesterday the church bells were ringing and the people were going to church, and that, too, under a continuous fire of shot and shell."

On the next to the last day of July, '64, the ground on which we now stand was the scene of confusion, carnage and desolation indescribable. The underground labors of above 400 men for several days more than a month reach their fruition in the explosion at early daylight of 8000 pounds of gunpowder under Confederate Elliott's or Pegram's Salient. "It was a magnificent spectacle," we are told, " as the mass of earth went up into the air, carrying with it men, guns, carriages and timbers, and spreading out like an immense cloud as it reached its altitude." What adjectives the mothers, wives and sweethearts represented among those skyward directed men would apply we never have learned, but as the smoke and dust clear away and men in blue plunge into the yawning abyss, there to be slaughtered by their brothers in gray, a new battle-name is born and " The Crater " stands out as one of the most appalling in the unparalleled list from Sumter to Appomattox. Along this frowning front Massachusetts men are found; forty-nine Bay State organizations are represented in the siege; they are in all of the corps and in a dozen places her sons fought with credit equal to the best, and in any one of them her monument might stand with propriety.

" The Crater " is in front of the old lines of the Ninth Army Corps and within its ranks were ranged seven Massachusetts regiments and two batteries. One of the leaders who went with his men into that abysmal opening was a favorite officer from the Bay State, Gen. William F. Bartlett, commanding the Fourth Brigade composed of four Bay State regiments, First Division, of whom it was said that he was wounded in every battle he entered. Here, with his usual ill fortune, he lost a leg, fortunately his wooden one, and was taken prisoner, surrendering his sword to General Mahone. General Bartlett's figure in bronze has long been a prominent one in the Hall of Flags in the Massachusetts State House. Possibly the foregoing facts determined the location.

But the siege of Petersburg has hardly more than begun when the horrors of " The Crater " are recorded. Summer declines into autumn and the latter in turn sinks into the rigors of winter, but nothing like hibernation or cessation of combat appears. Scarcely has an army corps made itself as comfortable as circumstances will admit, and the men are beginning to think themselves fairly happy when there comes an order to abandon all that they have erected to move off into seemingly new territory, perhaps in snow, slush or mud, to renew what they have just been doing, and then they move back again. By way of variety there may be an advance on the enemy's lines, and then the welkin rings with louder acclaim than ever. An early southern spring is begun when there comes that very last instance of Confederate aggression, and the devoted followers of John B. Gordon rush to the attack of Fort Steadman, its capture, and the brief flaming up of the sun of Southern hopes, soon to go out forever. Peach trees are in blossom on Sunday, the second day of April, '65, when, in the earliest morning, signal guns start a simultaneous advance along the entire Union line. It was a sleepless night in many a camp, for the men knew full well that they " storm the forts to-morrow." Night of the second finds the Federal forces close up to the city, and the morning of the third discloses the Confederate lines deserted. Of that assault one Sixth Corps boy recorded, " Gen. A. P. Hill, one of the best of the Confederate generals, loses his life to-day."

For nearly fifty years the nation has heard descriptions of that hurried pursuit from Petersburg, in whose protracted siege the Union loss was above 47,000 men, through the episodes of Sailors' Creek, Farmville and other encounters, up to Appomattox and the scene in Wilmer McLean's parlor. Why dwell upon it, except to extol the merits of both victors and vanquished; Lee representing his wearied, famished ranks in gray, is still the incomparable leader of that idolizing line; clad in the uniform he loved he must ever be a towering feature in pictorial America, and can we fancy a nobler counterpart than that of the successful Grant, restraining the shouts of his triumphant soldiers, rather counseling the opening of haversacks for the comfort of hungry foes, advisedly setting apart 20,000 rations for their further use and, in addition to the side arms of officers, letting " every man of the Confederate army who claimed to own a horse or mule take the animal to his home."

> " Furl that Banner, for 'tis weary;
> Round its staff 'tis drooping dreary;
> Furl it, fold it, it is best,
> Furl it; hide it—let it rest."

In the intervening nearly half a century we have seen the leaders on both sides pass on to the majority, and the nation itself we behold among the first, if not the very first, in the world. Under the stars and stripes the blue and the gray blended in the war for Cuba free; Fitzhugh Lee and Joe Wheeler touched elbows with Nelson A. Miles and William Shafter; once more Massachusetts and Virginia fight for a common cause; soldiers in Boston trip lightly to the strains of " Dixie," and an aged Confederate was heard to exclaim, " It's about time for me to go, for I've seen the Richmond Blues marchin' down Broad Street to 'Yankee Doodle.' "

It was your United States senator, William Mahone, the Confederate hero of " The Crater," whom our Massachusetts senator, George F. Hoar, recognized as the forerunner of that " Southern departure from the graveyards of the past towards a sunlit and glorious future." Later still, when the Bay State mourned her foremost citizen dead, her " Old Man Eloquent," Senator Hoar, she sent to the Old Dominion for your peerless orator and senator, John W. Daniel, to deliver the eulogy in Worcester's Mechanics Hall. Your Mary Johnston seeks Boston publishers for her " Long Roll," and Massachusetts reads with absorbing interest, eagerly awaiting the second volume, or her continuation of the story.

This monument of New England granite stands upon land donated by generous hearted, open handed members of that camp of Confederate veterans which bears the name of Gen. A. P. Hill, slain near this city of Petersburg. The veterans of Massachusetts, in annual encampment assembled, expressed their gratitude for the noble deed, and they hope and expect that the act will tend to cement still more closely the fraternity that has been established between the wearers of the blue and the gray. We have seen the flag of our Union withdrawn from the

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memorial, for the first time revealing its symmetrical proportions to the public, and the fair hand that performs this graceful act is that of a grand-daughter of William Mahone of "Crater" fame, former United States senator, leader everywhere! May God bless his memory and his descendants! We see the granite shaft, surmounted by the figure of the eagle, which stands for the nation rather than the individual state, hence as much yours as ours, and beneath the bared arm whose hand grasps the naked sword we read the words, "*Ense petit placidam, sub libertate quietem,*" or, "By the sword she seeks quiet peace through liberty," the figure of the Indian typifying the ideal of human individuality.

How similar all this to Virginia's "*Sic Semper Tyrannis,*" and the figure of Liberty overcoming that of the oppressor. This memorial is erected that it may honor the memory of Massachusetts men who, along this extended line of fortifications, endangered their lives that the nation might live, and it is commended and entrusted to the care of those who, just as devotedly, fought upon the other side. May it stand for ages, ever significant of the ancient breach and the later reunion.

Thus much for Virginia and Massachusetts as separate commonwealths! Of our respective feelings towards each other there need be little doubt, but over and above the consideration of states lies that of country, "United we stand, divided we fall!" We have sung the words when bullets were flying, and as a people we are more and more, irrespective of locality, absorbing their full import. Almost a century ago John Adams said, "The eastern nations fail; their glory ends, and empire rises where the sun descends," and in similar strain spake Thomas Jefferson, "The American nation will endure forever, rule the world and introduce the perfection of mankind." Patrick Henry, in September, 1774, in the Continental Congress, said, "British oppression has effaced the boundaries of the several colonies; individual distinctions are no more; I am not a Virginian, I am an American." With this thought in mind may we not to-day clasp hands in gratitude that no longer are "states discordant, dissevered, belligerent," but firmly joined and freed from that which "wrought our walls annoy," and so unitedly join with Whittier in the words: "No fetters in this Union, no slave upon our land."

Transmission of Samples

While the American Consul is usually willing to build up our export trade so far as lies in his power, he is frequently asked to serve as a direct agent by some ill-informed manufacturer as in this case cited in Daily Consular and Trade Reports:

Recently, at the request of the manufacturer in the United States, an American consul interested a business man in his district in certain mechanical apparatus which the American firm offered for sale. The prospective buyer wrote to the American firm for particulars in connection with the handling of its goods. It promptly sent the American consul a sample of the apparatus with the request that he "give it to the person in question, only, if there is no doubt as to his responsibility."

The consul, of course, could not undertake the delivery of the apparatus on this condition. While consuls may act in behalf of American exporters under special arrangement to the extent of receiving and delivering samples of goods or apparatus upon which all transportation charges have been prepaid, they can not assume any responsibility for the return of the samples, or for the subsequent action of the person to whom the samples are delivered.

Proposed Diagonal Street

(Continued from Page 68)

of the traffic between these general sections would be diverted from that part of Main Street and Front Street over which, at present, it is almost entirely carried on. While at present practically all the travel and traffic from South Main Street, Chandler and Austin streets on the west, and from Beacon and Southbridge streets east of Main Street, which wishes to reach that section of the city surrounding Washington Square, is compelled to pass around the Common at Harrington corner, or through Park Street, this same traffic between these two sections would find a shorter and more direct route by this suggested new street. This not only would afford the greatest amount of convenience to the public, but also would make of the new street a business thoroughfare, which in time would add materially to the city's taxable valuation. In our opinion, the construction of this suggested street would furnish a greater relief to the congestion at Harrington Corner, and upon that part of Main Street lying between Front and Chandler streets, than could be accomplished by any other means.

And since this new street would pass through property at present of very low valuation and would necessitate the destruction of very few, if any, buildings of large value, its cost would be very small in comparison with the relief which would be afforded and the increased valuation which the improvement would give to the city within a comparatively few years.

By the widening of Madison Street and a proper treatment of the two terminals of this new street where it would enter Madison Street and Front street, the practical effect would be to make South Main Street and Shrewsbury Boulevard continuations of each other, and to give to the south and southwest sections of the city a most direct connection with Union Station and Washington Square.

It is suggested that this street be made not less than eighty feet wide, because it is believed that eventually it would be occupied by street car tracks, and that it would become an important retail business street on account of the travel which it would attract. It is a well established principle that travel attracts business. The value of any given location for retail business is in proportion to the number of people passing such location. Should the judgment of this Commission regarding the amount of traffic which would pass through this proposed new street be substantiated, and should the consequent character of the street approach anything like what this Commission believes it would assume, the construction of this suggested street would prove a most profitable investment for the city, because of the increased tax returns which the city would receive.

While constantly changing values, and the uncertainties of actual costs render any estimates which the Commission might make of very doubtful value, it may be mentioned that an approximate estimate of the total cost of this proposed street, including reasonable property damages, would be, in the Commission's opinion, and at the present time, not in excess of $750,000. But by the construction of such a street, land values would be increased several times, and within a few years building values would be added upon this street in a sum practically equalling the street's gross cost.

In addition to the value of this street as an outlet to the southwestern section of the city, would be its enlargement of the commercial area, and its aesthetic value as another radial from Washington Square, and as a continuation of the beautiful new Boulevard.

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An Opportunity for Sight-Seeing in Worcester

How European Art Publications and Critics Regard the Worcester Art Museum, Described in this, the Second of a Series of Articles Setting Forth the Collections Found in its Galleries, and the Broad Aims which Characterize its Management

By Elizabeth Manning Gardiner

A FEW days ago a German visitor was subjecting one of the staff of the museum to a volley of rapid and intelligent questions with regard to the collections, the library and the hundred details of administration of the museum. "But where did you learn so much about us?" queried the puzzled interlocutor. "Oh," was the reply, "I looked you up in the Minerva" (one of those awe-inspiring German publications that tucks the whole universe into pigeon holes) "before I left Frankfort."

Our museum, gravely described in a foreign reference book, along with such august institutions as the Louvre or the British Museum, took on the same curious unfamiliarity as haunts a chance glimpse of one's own figure in a distant mirror. Yet, after all, why should it not be a goal for sightseers from abroad? If it cannot vie with the greater galleries in London, Paris, or Rome, its contents rival in actual beauty and surpass in range those in certain of the smaller Italian galleries where students and even desultory tourists spend eager mornings. Would it not be worth while, if those of us to whom a trip abroad is an unrealized dream, and those others for whom it is an experience which they long to renew, should rediscover the museum with the sightseer's spirit? Their task is really less wearisome here than in the foreign galleries. There is no danger of getting tripped in a tangle of red tape as one enters. The schedule of open hours, 10-12 and 2-5 every day except Sunday, when the hours are from 2-5.30, is very liberal. Yet the few visitors

A Vista in the Worcester Art Museum

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from out of town, whose trains are inexorable, and Worcester people whom daily business prevents from coming excepting during the noon hour, have only to ring the bell and request permission to enter. Admission is gratis except on Monday and Thursday, when a fee of twenty-five cents is charged.

Moreover, once entered, the building is so disposed that its collections may be seen with the least possible weariness of body and mind. Those who have walked for hours down the corridors of the Louvre, and have been warned away from any point of rest by ubiquitous guards, will appreciate the light chairs in the lower rooms which may be moved to any desired point, and the benches in the galleries so arranged that all but the tiniest picture may be studied from a comfortable seat. Even aside from such provision for physical comfort, our effort from the first has been to make the very appearance of the rooms restful. So far as possible, the long vistas across the building have been left unencumbered, and within the several rooms each statue or cast or picture is so placed that it may be seen at its proper distance with the breathing space that a work of art craves as insistently as a living being. Especially notable in this respect is the west picture gallery, the home of the permanent collection. Here, even at cost of retiring temporarily now one, now another of our paintings, we plan to hang on each wall only as many pictures as can be placed on a single line, and grouped into a not unpleasant decorative whole. That this studied spaciousness and symmetry may in itself constitute one of the delightful sensations of a visit to the museum seems unquestionable. At all events, the writer's own impression, on first entering the building three years ago, was a sense of repose and well-being like that felt on coming into a stately private home.

Of the collections themselves, we shall speak later in more detail. Their range is wide and inclusive. In matter of time, the oldest possession which can be assigned to a certain date is a little Greek perfume jar made about 525 B.C., while the youngest is a painting by Childe Hassam done in 1911, and of the twenty-four intervening centuries at least fourteen are represented by original works of art. Considered geographically, the collections include representative examples of really distinguished quality from Japan, China, Asia Minor, Greece, Italy, Spain, France, Holland, England and our own country. For the periods, and almost all the lands, from which we have no originals, the photograph collection may be counted on to furnish illustrations.

Visitors, then, who come to the museum, as many do, from Boston or New York, or even farther, will find enough in our permanent collection to make their pilgrimage worth while. For the resident, even when he does not feel impelled to repeated and leisurely study of the familiar paintings, there is still a motive for frequent visits. In the first place, the museum is adding month by month to its possessions and, with the rigorous standard applied in making selections, each new purchase is sure to be a good example of its class. To take two instances from the purchases for 1911, there is a portrait by Bronzino, a 16th century Italian master of whom there are probably only three examples in this country, none of them easily accessible to the public. There is also a group of Chinese terra-cotta figures (including two superb studies of horses) from the little-known epoch of the 7th century after Christ. In both cases we have not only rare examples of their kind, but works full of the life that appeals to laymen and even children. And some new prize of this sort is likely to be on exhibition every few months.

Still more variety of appeal is afforded by the constantly shifting stream of loan exhibitions. Beside the great summer show, in which picked examples from the recent work of some forty or fifty painters furnish a sort of review of the year's achievement in art, there is a constant succession of special exhibitions lasting from two to four weeks each. For the past year, they numbered fifteen in all. They offered in the first place opportunity to follow the work of local artists through the 8th Annual Exhibition of Works by Local Artists, and the Exhibition of the Work of the Worcester Art Museum School; also in two "one-man shows" by Karl Schmidt and George E. Gladwin. Further, through the courtesy of New York and Boston dealers, they brought to Worcester many of the intimate little exhibitions of the work of a single painter or school which form the charm of the sale galleries in the large cities. To these sources we are this year indebted for collections of contemporary Dutch painting, French Impressionists, and Small Bronzes by American sculptors; also for collections of the work of single artists, like Birge Harrison and F. C. Frieseke. Other special exhibitions of note have been collections of drawings in pen and color by the American Society of Illustrators, and another of American etchings. So, if the lover of older art should come two or three times a year in quest of recent acquisitions, one who cares to keep in touch with modern work is likely to miss something of interest if he does not plan at least a monthly visit.

But for those who have really formed the "museum habit" there is further a host of delightful surprises in the brief loans from friends in the city or elsewhere, which come unheralded or at most with a passing notice in the daily papers. In the past year about two hundred such pictures have been received, and in almost every instance placed on exhibition for at least a day. When one reflects that they include such names as Tintoretto, Andrea della Robbia, Barocci, Rubens, Murillo, Kranach, Veit Stoss, Ruisdael, Paul Potter, Sir Peter Lely, Reynolds, Romney, Constable, Canaletto, Guardi, from among the older European schools; Rousseau, Corot, Millet, Courbet, Monticelli, Zeim, Lavery, and Monet from the last century; and Stuart, Homer Martin, Inness, Winslow Homer, George Fuller, Blakelock, Whistler and Sargent among the Americans, men to see whose works one must otherwise travel far or wait for infrequent special exhibitions, one can form some idea of the inexhaustible delight the serious lover of art takes in these fugitive guests, a delight enhanced by the fact that he can see them here at leisure in surroundings often more favorable as to light and arrangements than they would have had in their original homes.

Our museum, then, after all, deserves its place in the Minerva, for not only can it offer material to lure the really studious traveller from abroad, but it gives those of us who cannot travel contact with the old masters through the steady comradeship of a few distinguished works and flying glimpses of more, while at the same time it brings to us in quick succession representative examples of the most interesting modern tendencies. In short, to venture on the grandiloquent comparison suggested by the Minerva, the museum serves Worcester both as Louvre and as Salon.

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George Boepple

George Boepple, a member of this Board and a widely-known citizen, died at his home, 600 Millbury Street, February 5, 1912, of heart disease and Bright's disease.

Mr. Boepple was born in Wurtemberg, Germany, the son of Jacob and Katherina (Raucher) Boepple, and was 49 years, 5 months and 21 days old at the time of his death. He came to Worcester thirty years ago and found employment with Benjamin Raboin, a sausage maker, at 222 Shrewsbury street.

He shortly opened a store at 20 Millbury street where he sold sausages, being associated at first with Herman Offerman but finally becoming the sole owner. The business prospered and after some years at this location, he was compelled to move to larger quarters at 86 Millbury street, where he conducted a meat market and delicatessen store, doing a considerable business as a sausage manufacturer.

He subsequently built the block at 600 Millbury street where he made his home. While retaining his store at 86 Millbury street he established his factory and another store in this new building and had since conducted both stores with increasing success.

Soon after his arrival in Worcester, he became active in fraternal matters and at the time of his death was a member of many societies and organizations. He was a long time member of the Socialer Turn Verein, the Gesang Verein Frohsinn and Einikheit Lodge, D. O. H.

He was a member of Montacute Lodge, A. F. & A. M., Eureka Chapter, R. A. M., Worcester Lodge of Perfection, Goddard Council, P. of J., Lawrence Chapter, Rose Croix, Massachusetts Consistory, 32d degree, Aleppo Temple, A. A. O. U. M. S. and Alethea Grotto, M. O. V. P. E. R.

He was also affiliated with Anchoria Lodge, I. O. O. F., Cherokee Tribe, I. O. R. M., Damascus Lodge, F. of A., Freedom Lodge, K. of P., Worcester Lodge, B. P. O. E., Worcester Aerie, F. O. E., Worcester Jungle, F. O. T., and Workingmen's Society. He was an honorary member of Worcester City Guards Association.

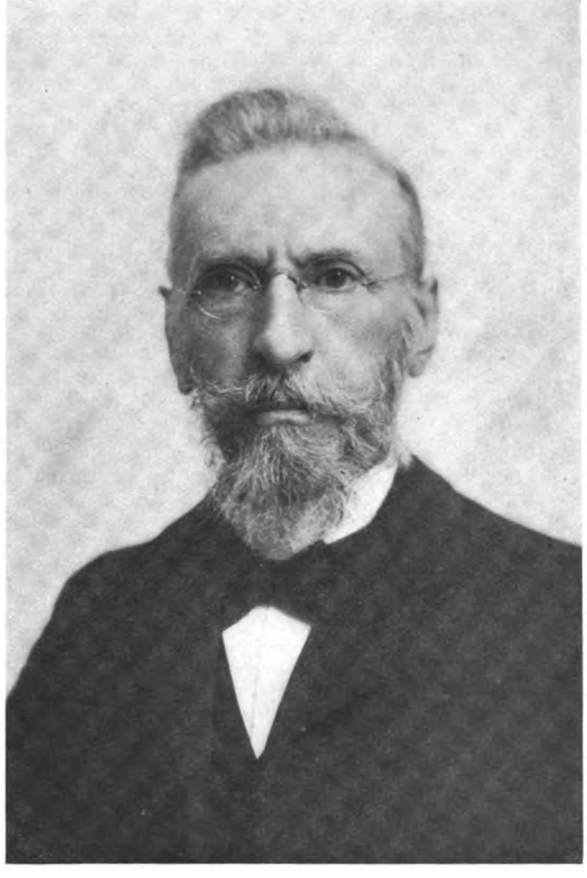
He is survived by his wife who was Miss Mary Kanz and to whom he was married in 1887.

He will be long remembered for his unostentatious but generous and timely helpfulness to the needy of his section of the city.

GEORGE BOEPPLE

Lewis C. Muzzy

Lewis C. Muzzy, who was through a long period of years especially interested and helpful in the work of this Board and who, because of his many years and large practice as a



LEWIS C. MUZZY

FRANKLIN B. WHITE

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public accountant, was known to the majority of Worcester business men, died from arterio sclerosis, at his home, 140 Elm street, February 29, 1912, at the age of 80 years, 2 months and 26 days.

Lewis Cornelius Muzzy was born in Auburn, December 3, 1831. He was the son of Nathan and Nancy (Sibley) Muzzy. His father was a blacksmith and it was in his shop at Auburn that Ichabod Washburn, the founder of the wire industry in Worcester, served his apprenticeship. In 1840 his parents removed to this city and here, with the exception of a period of nine years, Mr. Muzzy had lived. In the course of this long residence, he developed a successful accounting practice, his clients including many of the largest business houses of the city. He was active in public affairs but had always refused to accept public office.

He is survived by his wife, Mrs. Minnie (Hall) Muzzy.

Franklin B. White

A long-time member of this Board, Franklin B. White, president of the Board of Directors of the Protective Union Grocery Company, died at his home, 74 Elm street, February 15, 1912, at the age of 74 years, 3 months and 12 days. His death was caused by old age.

Franklin Baker White was born in Dudley, November 3, 1837, the son of Hosea and Lucina (Hammond) White. He was educated in the public schools of Dudley and Southbridge and at Wilbraham Academy. After leaving school, he became a shoemaker and came to Worcester in 1863 where he was for five years employed by the Bay State Shoe and Leather Company.

In 1868 he became bookkeeper for D. & C. P. Stevens, dealers in doors, sash and blinds. In 1872 he was admitted into the firm, becoming manager of the business. In 1888 upon the death of Daniel Stevens, he bought out the other interests and became sole owner of the business. The location was at 24 Southbridge street, and here he built up a business that became one of the largest of its kind in this section.

Mr. White served on the School Board from 1875 to 1878 and was a representative to the General Court from Ward 6 in 1890 and 1891. He was a member of Montacute Lodge, A. F. & A. M., Worcester County Mechanics Association, the Worcester Club, the Commonwealth Club and the Tatnuck Country Club.

He is survived by his wife, who was Miss Emma Caroline Stevens, and by two daughters, Florence Emma and Josephine L. White.

Suggested Bureau of Foreign Commerce

Hon. Francis B. Loomis, American commissioner-general to the Turin Exposition, in a report to the Secretary of State voices the need for a Bureau of Foreign Commerce and pleads tersely but strongly for its immediate establishment in the passage reprinted below:

"Unique and extraordinary efforts were made by the Secretary of State and the American commissioners to interest American manufacturers in the Turin Exposition, and one of our most alert and experienced consular officers visited a large number of commercial bodies of this country and addressed them on the subject and talked with scores of individual manufacturers. The American consuls in Italy, who are familiar with the opportunities and the markets there, urged our manufacturers to participate in the exposition. Careful study and opportunity to know something about the capacity and efficiency of the consular officers of the important foreign governments, combined with a practical working knowledge of our own consular officers, convinces me that the United States has built up a consular service which is now the most efficient in the world. Our consular officers, on the whole, are more alert, more responsive to the demands of home manufacturers than are their foreign colleagues, and the reports which they write are more informing and more varied in character. The American consular service is improving steadily, and has now behind it a strong, responsible and consistent public sentiment which may be counted upon to support all proper efforts looking toward its improvement. The American consular service, in the interests of our foreign trade, needs reinforcement and assistance from other departments of the government. The government of the United States, outside of the foreign service, is not organized to deal persistently and intelligently with matters of foreign trade. We should have an Exposition Bureau with a competent man in charge of it, who would make a point of keeping thoroughly informed in reference to the small expositions which occur every year or two in many parts of the world, and in some of which certain classes of American manufactures could be exhibited with distinct advantage and profit. What is more, this government has immediate and pressing need for a highly organized Bureau of Foreign Commerce with an assistant Cabinet officer at the head of it, whose business it would be to devote his time to the work of planning and working out a far reaching campaign for the successful introduction and wider sale of American products in the markets of the world. With a Bureau of Foreign Commerce equipped and administered in this manner all of the varied and often important activities of the government now exercised in behalf of our foreign trade would be brought together, co-ordinated, systematized and directed powerfully toward the achievement of one purposeful and important plan of action. At present much of the effort put forth by the government in various departments for the purpose of assisting our trade abroad is duplicated, wasted and lost through lack of co-operation and unity of purpose. A Bureau of Foreign Commerce should be created with an assistant secretary of Commerce and Labor in charge of it who should be directed by law to devote the whole of his time to the work of this bureau. The need for such service to be rendered by an officer of this kind has long been felt, and a study of any international exposition and the systematic manner in which foreign governments provide for and regulate their participation in it would make very plain the proposition that we are not so well organized as our great competitors in the field of foreign commerce, and that we still have some things of importance to learn from them. We have an admirable bureau of trade relations in the State Department, which does excellent work, but its scope and opportunities are limited.

"One of the chief causes of failure on the part of many Americans who try to enter the foreign field of commerce is the fact that they are not willing, or do not seem to think it necessary, to bring as much intelligence to bear upon the task of acquiring foreign markets as they do upon the work of building up new markets at home. What is more, if our people expect to compete with the Germans, British and French they must educate the younger generation of business men to understand foreign trade, to speak foreign languages and to meet foreign methods and demands."

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Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., February 21, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	197	200
Worcester National Bank	230	
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	221½	last sale
Boston & Maine common	100	last sale
Boston & Worcester Elec. common		12½
Boston & Worcester Elec. pfd	55	57
Fitchburg preferred	128	last sale
New England Inv. & Sec. pfd	96	97
New York, New Haven & Hartford	139	last sale
Norwich & Worcester	212½	last sale
Providence & Worcester		285
Worcester, Nashua & Rochester	149	last sale
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	130	135
Graton & Knight Mfg. pfd	114	117
Norcross Bros. Co. pfd		100
Royal Worcester Corset Co	190	
United States Envelope common	80	85
United States Envelope pfd	113½	115
Worcester Gas Light	295	300
Worcester Electric Light	290	300
Wright Wire Company common	102	
Wright Wire Company pfd		108

BONDS.

Amer. Writing Paper 1st 5s	89¼	last sale
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½%	basis
Crompton & Knowles deb. 6s	5%	basis
Marlboro & Westboro St. Ry. 1st 5s	90	95
Norcross Brothers 1st 6s	102	104
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 5s		101½
Worcester Cons. St. Ry. 1st 4½s	97	101
Worcester & Marlboro St. Ry. 1st 5s	90	95
Worcester & Southbridge St. Ry. 1st 4½s		

Building Operations in January

City	1912 Cost	1911 Cost	Per Cent. Gain	Per Cent. Loss
Atlanta	$294,195	$429,778		31
Baltimore	725,295	460,166	57	
Birmingham	243,277	269,570		9
Buffalo	427,000	274,000	55	
Cedar Rapids	50,000	115,000		56
Chicago	1,999,300	3,143,200		36
Cincinnati	195,045	545,350		64
Cleveland	328,107	564,122		41
Columbus	99,930	123,189		18
Dallas	671,020	178,289	278	
Denver	327,650	267,225	22	
Detroit	602,285	1,249,800		51
Duluth	67,625	63,082	7	
Evansville	24,250	31,458		22
Grand Rapids	78,885	72,375	8	
Harrisburg	66,750	242,500		72
Hartford	157,185	192,255		18
Indianapolis	142,955	186,265		23
Kansas City	426,851	373,010		14
Los Angeles	2,456,872	2,104,875	16	
Manchester	23,035	22,827	1	
Memphis	252,170	846,725		72
Milwaukee	94,230	251,213		62
Minneapolis	264,355	286,280		7
Nashville	33,698	64,082		47
Newark	589,401	938,691		37
New Haven	391,183	1,012,325		61
New Orleans	288,685	112,035	157	
New York	12,447,951	15,628,582		20
Oakland	255,704	388,669		34
Oklahoma City	219,078	303,280		27
Omaha	134,850	322,700		58
Paterson	99,143	72,893	35	
Philadelphia	1,265,020	1,657,460		52
Pittsburg	256,359	594,065		40
Portland	906,623	990,616		8
Rochester	264,629	268,085		1
Salt Lake City	217,050	240,300		9
San Francisco	1,870,617	1,617,608	15	
Scranton	60,660	71,713		15
Seattle	774,810	506,000	53	
Shreveport	70,670	104,687		32
Spokane	83,438	120,940		31
Toledo	114,435	105,306	8	
Washington	757,954	1,278,952		40
Wilkes-Barre	41,670	95,003		56
Worcester	136,940	298,830		54
Total	$31,298,865	$40,085,376		21

A Leading German Commercial Body

One of the oldest municipal governments is that of Hamburg and in this government, says the Daily Consular and Trade Reports, the Chamber of Commerce is a powerful and active influence. In a report from Consul General Robert P. Skinner, is found these interesting statements:

The business men of Hamburg who are invested with the power to organize a chamber of commerce and, through this chamber and various committees, to carry on the operations which take place within the Bourse, are known as the Company of Honorable Merchants. This "company" is composed of persons of respectable commercial standing, 24 of whom, chosen by election, form the Hamburg Chamber of Commerce.

The chamber of commerce is charged with the protection and advancement of the trade and shipping interests of the city and, as one of the recognized organs of the city government, transmits its views to the Senate, which is the governing body of this State. The chamber appoints various committees, composed sometimes of its own membership and sometimes of a mixed membership, and it designates certain of its members to sit on commissions having charge of a number of the public enterprises of the State.

The chamber nominates persons to be judges in the courts of commerce, these nominations being acted upon by the Senate. It appoints experts and designates particular experts to submit attestations of various kinds, and names an umpire when the opinions of the experts are not unanimous.

The principal standing committees of the chamber deal with the following matters: (1) Railways, posts, telegraphs, and telephones; (2) navigation, harbors, and docks; (3) river navigation; (4) commercial obligations, tariffs, and taxes; (5) colonial questions; (6) consular matters: (7) industrial and social questions; (8) mercantile requirements and usages; (9) patents, trade-marks, and samples; (10) banking and currency; (11) insurance; (12) annual reports and conditions; (13) Bourse, library, accounts, and inner affairs.

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Editorial Reflections

A Great National Board of Trade

WHETHER the Supreme Court of the United States suffered a gain or a loss through the fact that Hon. Charles Nagel, secretary of the Department of Commerce and Labor, was not appointed one of the associate justices will of course always be a mooted question, but there can not be any question about the gain to the Department of Commerce and Labor because another man was given the position. The work done by Mr. Straus, Mr. Nagel's predecessor, in connection with this great office was largely that of a discoverer. He was the Columbus of a new business era on the part of the government, and he literally set sail on an uncharted sea without compass, sextant or pilot. He found ten or a dozen different disassociated departments, without a thing in common, which had been lumbering along in the Department of the Interior, awaiting his magic touch or, better still, his welding power, to bring them into one common aim and purpose. He did Herculean work along that line and he turned over to Mr. Nagel a department in which there were at least some faint glimmerings of responsibility to the great commercial interests of the nation.

Mr. Nagel, who is a lawyer by profession, possessed of sound judicial mind and tremendous executive ability, took these rudimentary units and began at once to develop their usefulness in every direction. Many of the bureaus in the Department of Commerce and Labor, when they were part and parcel of the Interior Department, had a name to live, but they never exerted themselves to justify their existence, and as far as the business men of the United States were concerned they might as well not have existed. Mr. Straus had begun to change all that before he went out of office, and the work he so worthily started Mr. Nagel has pushed toward completion with all the diplomacy, energy and resourcefulness for which he has so long been conspicuous in his native state.

Particularly energetic has he been in his efforts to make the great Bureau of Manufactures useful and valuable to the nation, and the position it has already attained, handicapped as it is by insufficient appropriations, inadequate and ill informed assistants and all the other drawbacks incident to a government office, is due to him more than to any other one man.

But the time has now arrived when the business men of the country must concern themselves most vigorously with the future development of this department and of this particular bureau. Mr. Nagel has done all that could be expected of him with the limited means at his command, and the ablest men that are under him have done all that they can do. The government should at once weed out all the deadwood there is in this department, if there is any, and particularly in this bureau and should make sufficient appropriations to carry on all the work that it ought to undertake on the broadest and most comprehensive basis.

Realizing the necessity for a closer coöperation between the Department of Commerce and Labor and various commercial organizations of this country the preliminary steps have recently been taken, both by the National Board of Trade and the American Association of Commercial Executives to create a great national commercial organization, which shall not only be representative in the truest and broadest sense but which shall have the sanction of the government itself and which through its operations in connection with the Department of Commerce and Labor, the Department of State, etc., shall be semi-governmental in its character.

This country alone, of all the countries on the globe, has allowed its vast commercial interests to get along as best they might without any representation whatever at the seat of government. Undoubtedly in course of time this unfortunate situation would have been remedied in the United States but the present unsettlement of business conditions renders it imperative that something should be done at once and the *Worcester Magazine* is very glad to announce that the movement to establish an efficient national business organization seems now likely to come to a head much earlier than was anticipated. During the month of February a conference was held in Washington between representatives of the Department of Commerce and Labor and gentlemen representing the San Francisco Chamber of Commerce, the Associated Chambers of Commerce of the Pacific Coast, the Southern Commercial Congress, the American Association of Commercial Executives, through its president, Lucius E. Wilson of Detroit, and John H. Fahey and Secretary James A. McKibben of the Boston Chamber of Commerce. At this conference it was decided to ask the president to send out a call for a general meeting at the Capitol to form the national organization and a letter was formulated to be addressed to Mr. Taft for that purpose to be signed by the leading business organizations of the United States.

The South, the Pacific Coast, the Middle West, and New England are all apparently very strongly impressed with the necessity for the creation of a national organization which shall be thoroughly democratic and beyond control for any private purpose, which will be in direct touch with the Congress and with the various departments of the general government, so that the authorities at Washington may be kept informed all the time as to the business situation.

The development of our Commerce, the railroad situation, the incessant tinkering with the tariff, the dissatisfaction with our banking conditions and a large number of other very important problems confronting the business world make the creation of this new national organization extremely vital.

The business interests of the country have up to the present time been considered too much from the political standpoint. It is necessary now that they should be considered from a business standpoint if they are to prosper. Permanent conditions, whatever they may be, whether based on a high tariff or a low tariff, are a thousand fold more necessary than the supremacy of any political party. The same thing holds good with reference to the banking situation and many other aspects of our business life.

Nothing but good can come of a national organization such as is proposed and it is to be hoped that at the Conference April 15, called by the President the necessary steps will be taken to create such an organization at once.

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
USA
EACH FOR ALL ALL FOR EACH

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, ALBERT L. STRATTON.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

Directors.

CHARLES PERKINS ADAMS, DANIEL E. DENNY, CHARLES E. HILDRETH,
GUSTAF A. BERG, FRANKLIN B. DURFEE, ALBERT H. INMAN,
ERNEST P. BENNETT, HERBERT H. FAIRBANKS, CLINTON S. MARSHALL,
EARLE BROWN, FRANK S. FAY, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARCUS L. FOSTER, CHARLES T. TATMAN,
ARTHUR C. COMINS, S. FOSTER H. GOODWIN,
EDWARD M. WOODWARD. WILLIAM WOODWARD.

Executive Committee.

LOUIS H. BUCKLEY, ALBERT H. INMAN,
DANIEL E. DENNY, CHARLES T. TATMAN,
EDWARD M. WOODWARD, *ex-officio.*

Membership Committee.

MICHAEL W. DONAHUE, *Chairman.*
JULIAN F. BIGELOW, BURT W. GREENWOOD,
J. HARVEY CURTIS, JAMES F. HEALY.

Committee Chairmen.

Advisory: RUFUS B. FOWLER.
Agriculture: J. LEWIS ELLSWORTH.
Banking: WILLIAM WOODWARD.
Banquet: ARTHUR C. COMINS.
Building Laws: GUSTAF A. BERG.
Education: HERBERT H. FAIRBANKS.
Foreign Trade: ERNEST P. BENNETT.
Housing: ALBERT H. INMAN.
Insurance and Fire Protection: ARTHUR C. COMINS.
Legislation: DANIEL E. DENNY.
Manufactures: CLINTON S. MARSHALL.
Meetings and Receptions: HENRY A. MACGOWAN.
Mercantile Affairs: CHARLES PERKINS ADAMS.
Municipal Affairs: EARLE BROWN.
New Enterprises: FRANKLIN B. DURFEE.
Peace and Arbitration: CHARLES T. TATMAN.
Publication: GEORGE F. BOOTH.
Public Health: S. FOSTER H. GOODWIN.
Statistics and Information: MARCUS L. FOSTER.
Taxation: CHARLES E. HILDRETH.
Transportation and Railroads: LOUIS H. BUCKLEY.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLARD E. FREELAND.

Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

Grand Trunk Resolution

Adopted by Worcester Board of Trade Directors, January 22. Other Matters of Interest.

A special meeting of the Directors of the Worcester Board of Trade was held Monday evening, January 22, 1912, at 8 o'clock at the Directors' room, 11 Foster Street, the President Edward M. Woodward in the chair. The following directors, constituting a quorum, present: Arthur C. Comins, Franklin B. Durfee, Earle Brown, Ernest P. Bennett, Charles Perkins Adams, Daniel E. Denny, Herbert H. Fairbanks.

The following resolution was reported from the Committee on Transportation and was read by the secretary in the absence of the Chairman of the Committee, Louis H. Buckley:

Whereas it appears that a bill has been introduced into the Massachusetts General Court entitled "An Act to enlarge and extend the corporate powers of the Southern New England Railroad Corporation" and

Whereas, According to Section 4 of said bill said Southern New England Railroad Corporation petitions for permission to build a branch thereof from the town of Douglas in the county of Worcester through the towns of Douglas, Uxbridge, Northbridge, Sutton, Oxford, Grafton, Millbury and Auburn, or any of them into the city of Worcester and

Whereas, Such railroad line if constructed will be of material benefit to said towns and said city of Worcester, particularly the latter, now therefore be it

Resolved, That the Worcester Board of Trade heartily approves of said act to enlarge the corporate powers of said Southern New England Corporation and particularly of that portion of said act hereinbefore mentioned known as Section 4 and be it further

Resolved, That we respectfully request the legislative delegation from this city and county to use all honorable means to expedite the passage of this act through both branches of the Legislature to the end that it may, if possible, receive the governor's signature and be enacted into law at the earliest possible date and be it further

Resolved, That we not only welcome the proposed addition to our railroad facilities but we invite the active assistance of our entire membership in making it certain that the proposed Southern New England Railroad shall have the opportunity to compete in this territory for all the available business under as favorable circumstances as is enjoyed by the railroads now serving this community and the surrounding towns.

Approved,

For the Committee,
LOUIS H. BUCKLEY.
Chairman.

January 22, 1912.

Mr. Earle Brown moved, Mr. E. P. Bennett seconding, that the resolution be adopted and it was adopted, unanimously.

It was then voted that the Board of Trade be represented at the hearings before the Legislature on this bill by the Chairman of the Transportation Committee, president and secretary and such others as may desire to attend.

The president brought up the matter of the Legislative hearing before the Committee on Education in favor of a grant of $50,000 annually in aid of the Worcester Polytechnic Institute, said hearing to be held Thursday, January 25, 1912, at the State House, Boston. It was voted that the president, secretary and as many of the directors and others as possible attend the hearing in favor of the bill.

Mr. Arthur C. Comins, chairman of the special committee on Washington Square advocated the reconsideration of the vote passed at the last meeting endorsing the construction of a second arch at Grafton Street and making it a part of the plan for the development of Washington Square. He moved a reconsideration of this vote, Mr. F. B. Durfee, seconding. It was so voted.

It was then voted that the Committee on Washington Square be directed to investigate and report the wisdom of constructing a second arch at Grafton Street.

Hon. Daniel E. Denny brought up the matter of signs along the railways running through Worcester and deplored the absence of an illuminated sign or signs at or near union station giving the name of the city and calling attention to some of its industrial and other attractions. Secretary instructed to investigate the subject and report costs, etc., at future meeting.

Adjourned.

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The February Meeting

Organization Votes to Join the International Congress of Chambers of Commerce. South Worcester Station Proposition Still Under Consideration. Resolutions on the Death of Mr. Parmelee. Other Matters.

The February meeting of the Board of Directors was held at the Directors room of the Worcester Board of Trade, 11 Foster Street, Thursday evening, February 8th at 8 o'clock. The President, Edward M. Woodward in the Chair, and the following Directors constituting a quorum present: Charles T. Tatman, Louis H. Buckley, Arthur C. Comins, S. Foster H. Goodwin, Gustaf A. Berg, Earle Brown, Frank S. Fay.

The records of the regular and special meetings were read and approved.

For the special Committee on Washington Square, the Chairman, Arthur C. Comins, made a report with reference to the advisability of constructing a second arch at Grafton Street, said report being in accordance with the vote taken at the previous meeting of the Board, directing this Committee to make such investigation. The report of the Committee was adverse to the project of a second arch and on motion of Mr. Buckley it was voted that the report be accepted and its recommendation adopted. It was further voted that a copy of the report be sent to the Mayor, the President of the Board of Aldermen, to the president of the Common Council and given to the press.

Earle Brown, Chariman of the Committee on Municipal Affairs, made a partial report on the matter of the proposed diagonal street. The report was submitted as a report of progress.

Mr. Brown at this point submitted an invitation from the Worcester Branch of the Woman's auxiliary of the Civil Service Reform Association to attend an address given at the residence of Mrs. Lincoln N. Kinnicutt by Mr. Edward T. Hartman, Secretary of the Massachusetts Civic League, on the Housing Problem, said address to be delivered February 27. Mrs. Kinnicutt requested that at least five delegates be sent from this Board to this address, with the privilege of extending an invitation to any others that may be interested. It was voted that the Chairman of the Committee on Municipal Affairs and the Secretary secure the presence if possible of five gentlemen upon this meeting from this Board.

A communication was presented from the Worcester Woman's Club signed by Mary C. Dodge, Clerk, requesting this organization to officially approve of an invitation being sent Prof. Allyn of Westfield, of the State Normal School to come here during the Pure Food Exposition to be conducted by the Woman's Club in Mechanics Hall. The Board voted to approve of an invitation being extended Prof. Allyn for that purpose.

A communication was received from F. B. DeBerard, Secretary of Express Rate Conference, with reference to the case now before the Interstate Commerce Commission for reduction in express rates. The communication stated that Worcester appeared as having done its share as far as contribution was concerned and promised that at a later date a financial statement would be made showing what organizations out of the 209 petitioners had contributed for this cause and the amount of their contributions, the sum total desired being between $20,000 and $25,000. The letter stated that many, if not most, of the smaller cities joining in the petition for an investigation have not responded to the request for subscription.

A communication from the Central China Famine Relief Committee signed by Rev. E. C. Lobenstein, honorary secretary, asking this Board to superintend the raising of a fund from this city to help relieve the famine in China, Worcester being one of 300 American cities thus appealed to was laid on the table.

Communication received from the Wright Wire Co., signed by the president, George M. Wright stated the cost of the campaign to retain a passenger station at South Worcester Junction as $409.00. The communication invited a contribution from this Board toward the expense and it was voted that the Board appropriate $25.00 for this purpose.

It was on motion of Arthur C. Comins

Voted, That the subject matter of the South Worcester Station be referred to the Committee on Railroads and Transportation with an order to report at the next meeting all facts ascertainable as to the point at which said stations are to be erected.

On motion of Mr. Buckley it was voted to renew the membership of the Worcester Board of Trade with the National Fire Protection Association for another year at a cost of $5.00.

A lengthy communication was received from the Boston Chamber of Commerce, signed by D. O. Ives, manager of the Transportation Department, recommending that favorable action be taken on the matter of petitioning Congress that vessels engaged in coastwise traffic in the United States shall be granted free passage through the Panama Canal. It was, upon motion of Charles T. Tatman, accordingly

Voted, That the Worcester Board of Trade strongly and urgently recommend that vessels engaged in domestic commerce between the ports of the United States shall be granted free passage through the Panama Canal.

A communication was received from the American Association of Highway Improvement through Lee McClung, Chairman of the Finance Committee, inviting this Board to identify itself with that organization. The invitation was laid on the table.

On motion it was voted, that Mr. John W. Higgins be elected a delegate from the Worcester Board of Trade to the Worcester Charities Commission for a period of three years 1912-1914 to succeed himself.

A letter was received from President E. H. Fitzhugh of the Central Vermont Railroad Company thanking this Board for resolutions passed January 22, inviting the Southern New England Railroad Corporation to extend its lines from Douglas to this city.

A communication was received from the Boston Chamber of Commerce with reference to excess moisture in butter. The matter was referred to the Committee on Public Health.

A communication was received from the Chicago Association of Commerce with reference to the National Citizen's league for the Promotion of Sound Banking. Referred to Committee on Banking. In this connection a letter was received from Mr. Chas. L. Allen, Chairman of the Committee authorized to organize in the city of Worcester a branch of the National Citizens' League of New England, who stated that Messrs. Paul B. Morgan, Richard Healy and Alfred Thomas had been chosen

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to represent Worcester in the directorship of the National Citizens' League of New England aforesaid.

Communication was received from Joseph H. Wells of Springfield representing the Mexican Commercial and Industrial Exposition inviting Worcester manufacturers to join in a permanent Mexican-American exposition in the new Donald Building 6th ave. and Broadway New York. Referred to the Committee on Foreign Trade.

A communication from the Mansfield Board of Trade soliciting the support of this organization for a House Bill No. 117 an act relative to the abolition of grade crossings with accompanying resolution was received and placed on file.

A communication from Joseph W. Lund secretary of the New England Business Federation accompanied by a report of the secretary-treasurer of said organization, was discussed at some length. Ex-president Charles T. Tatman, who is a vice-president of said New England Business Federation, made a statement as to the history of the Federation and statements were also made by President Edward M. Woodward, Chairman of the Railroad Committee of said Federation, and after some discussion it was voted to postpone until next meeting any action as to the further continuance of the Worcester Board of Trade in the membership of the body in question.

A large amount of correspondence with the Boston Chamber of Commerce with reference to the arrangements for the holding of the International Congress of Chambers of Commerce in September next was read and there was a full discussion as to the wisdom and possibility of not only identifying ourselves with the International Congress but also the wisdom of inviting that body to come to Worcester for one day during their stay in this country. It was finally voted that the Worcester Board of Trade forward its check for $10.00, the entrance fee, to Emile Jottrand, Brussels, Belgium, secretary of the International Congress and that the president appoint the three delegates to which this body is entitled upon admission, one of the said delegates being the president, himself. In accordance with this vote the president nominated Charles T. Tatman and Fred H. Daniels, who with himself shall constitute the delegates from this body to the International Congress.

On motion of Mr. Buckley it was voted that a Committee of Five in addition to the president and secretary be appointed by the president to investigate the possibility and wisdom of inviting the International Congress to visit this city and this Committee was given the authority to extend an invitation to the International Congress of Chambers of Commerce to visit Worcester, if in its judgment, such action was wise and proper.

At this point the Committee on New Enterprises presented its report, through the Secretary, the report having been passed in the regular order of business, owing to the absence of the Chairman, Franklin B. Durfee. The report, which was signed by Mr. Durfee for the Committee, gave a comprehensive statement of the financial condition of the Dart Mfg. Co., Waterloo, Iowa, as well as an accurate description of the type of delivery car which it proposes to construct.

The report stated that the Company has orders on its books for approximately 4000 cars for 1912 delivery and deposits have been made on same. The Company's proposition is if Worcester will furnish $100,000 the Dart Mfg. Co., will put in an equal amount and establish a plant in this city, Worcester capital to be given representation on the Board of Directors in proportion to stock holdings.

The Committee stated further that Mr. Ralph L. Morgan had examined the blue prints of the Dart Mfg. Car and filed with its report a letter from Mr. Morgan in which he stated that the mechanical features are satisfactory.

Accompanying this report was a letter from Ralph L. Morgan, giving the results of a thorough examination, by him, of drawings of the mechanism of the Dart Car.

On motion of Mr. Arthur C. Comins it was unanimously voted that the report of the Committee on New Enterprises with reference to the Dart. Mfg. Co., Waterloo, Iowa, be accepted and its recommendation adopted.

The following resolutions of the late Arthur Williams Parmelee, offered by the Committee, Michael W. Donahue and Herbert N. Davison, were adopted by a rising vote.

Arthur Williams Parmelee

Arthur Williams Parmelee, a Director of this Board. died on December 22nd last, and we wish to place on our records an appreciation of our remembrance and regard for his memory.

Coming to our city, twenty-five years ago, he early identified himself with our Board of Trade and entered into the spirit of its work in this community.

He served for years on the important Committee on New Enterprises and zealously endeavored to enlist Manufacturers from out of the city to locate here, always having in mind the particular advantages which Worcester had to offer, and which he found from his own experience, when coming here.

It is typical of the man, that at the moment of his death, he is found to be interested in the welfare of our fair city, and serving as one of the Directors of our Board.

His unflagging interest in the organizing and development of our Glee Club, of which he was for years president, was perhaps his crowning effort in the work of our Board.

Although never holding Public Office in our city, he was always interested in local matters, so that he openly and firmly espoused the cause of those citizens whom he heartily believed to be the best qualified to serve the City, irrespective of party, race or creed.

His devotion to his business, however, kept him from the service of the people, whenever the suggestion or opportunity was presented to him.

Among his friends and associates his name and momory will be held in kindly remembrance, as long as the chamber of memory can echo the words of faith and interest that characterized his life and continually fell from his lips.

(Signed)
Michael W. Donahue,
Herbert N. Davison,
Committee.

On motion of Mr. Charles T. Tatman, Mr. John E. Bradley was unanimously elected a Director of the Board to succeed the late Arthur W. Parmelee for the term expiring May 1, 1913.

In accordance with Art. 5, Sec. 3 the president appointed with the approval of the Directors, the following Nominating Committee to bring in a list of officers at the annual meeting April next:—Herbert H. Fairbanks, Chairman, Marcus L. Foster, Gustaf A. Berg, Luther C. Brown, Robert L. Golbert.

Adjourned.

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Further Growth of a Community on Conservative Business Lines

G. Irving Blake, Chairman of the City Planning Committee of the Erie Chamber of Commerce, Makes a Lucid Statement of the Needs of Erie, Which, by the Similarity of Conditions in the Two Cities, is of Timely Interest to the Members of this Board

Worcester is not alone in its struggle to solve the problems incident to rapid growth in population and industries. Other active and thriving cities find themselves involved in the study of plans vital to community expansion—plans and projects that this generation must decide and in large measure execute. So we find many commercial organizations taking up the study of municipal needs and spending time and money to obtain intelligent information and advice.

The City Planning Committee of the Erie Chamber of Commerce is endeavoring to provide "a practical, comprehensive plan for the physical development of Greater Erie," and its chairman, G. Irving Blake, has an interesting article in the *Erie Magazine* of which the following is a part:

"Erie is destined to progress! Her most conservative citizens fully expect her population will be doubled within ten years. When a city or town doubles its population its original personality is largely lost. It has changed its character as a city, and is no longer confined to the wants it once felt, nor amenable to the rules that once controlled its councils. As localities come to be more and more densely settled not only are new duties imposed upon their government, but the performance of accustomed duties requires greater care and expenditure. The extension of the Police Department, for example, must be proportionately more rapid than the growth of the city in numbers, for density of population breeds crime. The same is true of the Health Department; disease springs from filth, and filth is the natural consequence of crowded quarters. Cleanliness can not be expected where many people are packed together unless made the care of the government, and the difficulty of keeping a city clean is increased as tenement houses multiply. In a small town the demand for water may be cheaply met, but double the number and a sufficient water supply frequently becomes the occasion for great expense. It is the same with sewerage, streets and pavements. Dirt roads and surface drainage do not answer for populous cities. New wants also are developed by growth. A country village where land is cheap and each house may be surrounded by its grass plots is in no need of a public park, but in a city these breathing places are essential for morals as well as health.

"The importance of a comprehensive park system to the business success, as well as the health and pleasure of a city, is now widely recognized. Morris Knowles, distinguished sanitary engineer, in writing recently on 'The Development of Municipal Utilities in the South' said:

"'We hear a great deal about attracting industrial and manufacturing concerns to a community by all sorts of inducements, free water and free power for a time; free sites, low or no taxation, and for a while, even cash bonuses. But there is a higher, better and more certain standard determining the desirability of location. The careful, conservative man or manufacturer will look further than the short time effect of the above named conditions. He will ask not only, "What are your natural facilities?" and "What are the inducements you will offer for a period of time?" as above, but more important still, "What are your provisions for public utilities? What of the methods and efficiency and honesty of your governmental forces as they affect the life of your community, and are they actuated by honest, right living, efficient effort? Are you planning for commodious, sanitary and safe housing facilities and a proper building code? Are you planning for the health of the community by a clear and pure water supply and sanitary disposal of sewage, household refuse and waste? Are you planning for proper transit and traffic facilities that the people can get about to and from work and to the shopping districts comfortably and easily? Are you planning for good, well administered schools, playgrounds, small open air spaces and larger parks, with plenty of opportunities for the children to grow up in a normal, open air healthful existence?"

"'We are fast coming to the time, if it is not already here, when the manufacturer, for his own advantage and his own pocket book, because his help will thus stay with him as well as because of his broad humanitarian viewpoint, will ask these last questions largely, rather than how much power, water or land can I get free or how many years' freedom from taxation.'

"The first and last need of the city, the one that outweighs all others, is civic spirit and the expression of that spirit in great and enduring public works, erected for the common welfare.

"While it has been said that comparatively few changes within the city may be imperative, some of the oulying districts have not fared so well. A number of tracts have been plotted without regard to the layout of adjoining property, in some cases preventing the extension of our present city streets. In some tracts no provision has been made for boulevards or small parks, which is suggestive of a 'penny wise and pound foolish' policy.

"William E. Harmon, of Wood, Harmon & Company, New York city, real estate agents and operators, who have for years developed large tracts of land for residential purposes, dealt with this situation squarely when he recently said: 'We began to realize we were cutting up lands upon which people would dwell for ages to come. We were changing wholesale acres into a form from which they could be changed again only at great cost. At this point it would be the simplest thing in the world to set aside, if we were so charitably minded, some of this land, and leave it as a perpetual open space for generations to play upon. At that time no other aspect of the case suggested itself to us. It did not seem possible that such an immediate sacrifice to our future expectations would work any important benefit to our treasury balance; in other words, that it was not a business proposition, although it did look like the most justifiable sentimentalism. In this we were mistaken. There were

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infinite business possibilities in such an act of generosity, and could we have seen ahead, as we can now look back, we would immediately have begun the segregation of lands for park purposes in all our subdivisions, and would not only have served the community better but would have received a return in dollars and cents sufficient to amply repay for every foot of ground so utilized.'

"We can make no mistake in immediately providing such plans for the future as will result in the co-ordination of all improvements and definitely fix the ideal toward which every public spirited citizen may aim in a concentrated movement for the uplift of our city.

'The people of Erie can have as fine a city as they want, provided they want it badly enough to be willing to pay for it. Nothing so good as a fine city is to be had for nothing. It will cost a great deal of time and energy and some money. If the people of Erie decide that they have not time to make their city what they would like to have it be it will mean that they have other things which they would rather be doing with their time than improving their city. If they decide that they have not energy enough or money enough to make their city what it ought to be it will mean that there are other things which they prefer, and for which they would rather give their energy and their money. The whole question, therefore, is whether the people of Erie would rather have one of the finest cities in the world or whether they would rather use for other purposes the time and energy and money necessary for the accomplishment of that purpose.'

"Surely enough could take the time and none of our people would admit we were less energetic or able than other progressive cities, but there is more or less outcry against the amount of city taxes and the increase of city indebtedness. It might be well to inquire how far this outcry is warranted. The total amount of city taxes is necessarily large, because both the services rendered and the population are large; but are city taxes high per capita, considering the services? They will average, take the country over, only $15.82 per capita per annum. Out of this sum is paid all the costs for the protection of life and property, for public health and sanitation, for streets, highways and bridges, for charities and correction, for public schools, for libraries and reading rooms, for recreation, government, etc. Does an equal sum in the family budget expended for other services bring an equal return? Indeed, might not an increase in the city tax rate, assuming honest and wise expenditure, actually result in reducing the cost of living? It does in Germany where the conception of a city is that of a household, with the municipality in control of education, amusements, recreation, health and morals, providing technical training for self-support, promoting individual thrift and, when necessary, protecting the individual from misfortune.

"Granting that the cost of public improvement is eventually met by the tax payers, large expenditures for the common welfare, if judiciously made, do not impose an unreasonable burden as is often argued. For example, in 1902 the people of Harrisburg voted in favor of a bond issue of one million dollars for the purpose of carrying out a plan of municipal improvements. At this time it was shown that the actual cost to tax payers of all proposed improvements under probable conditions might average 1¼ mills, or less than one-third of a cent per day on $1000 of assessed valuation, and the cost to rent payers of all improvements, if landlords did the square thing, on a property assessed at $1000 for city tax, would not exceed 50 cents for the year 1903, $1 for the year 1904, $1.50 for the year 1905, $2 for the year 1906, or if the most unfavorable conditions existed the average after 1902 would be $1.87 per year, or about 15½ cents per month. While the most favorable construction placed upon the cost proposed, in 1906, an increase in the city taxes of 2 mills, the effect of the improvements in the way of increased enterprise, the further effect of a better adjusted valuation and the city's advance along all lines enabled the city authorities to keep house properly with an increase of but one-half mill in the tax rate for 1906. That is, the increased cost has been barely one-fourth that proposed under the most favorable conditions at the time the movement was projected. For 1907 the tax rate was fixed at ½ mill less than the 1902 promise. So changed became the attitude toward bond issues that after the first one million was expended the people readily voted an additional loan for further improvements.

"In conclusion all that is needed to the realization of the full development of our natural resources and facilities is the awakening of our people to an intelligent understanding of their moral, social, political and business obligations to the community and the common welfare thereof."

International Congress of Chambers of Commerce at Boston

In a very interesting review of the work of the first four Congresses, which appeared in a recent issue of the monthly Bulletin published by the American Chamber of Commerce in Paris, the following reference to the forthcoming Congress to be held at Boston, is taken :

"Commerce is establishing its claim to empire with more certainty than ever did the great powers of former times, and its dominion, unlike those governing influences of the past, shows no signs of being overthrown, for despite all national feeling and even high tariffs trade will go beyond frontier lines. It is therefore natural and desirable that commercial bodies should seek to remove obstacles to trade by concerted international action. Viewed in this light, the organized movement started but six years ago by the Congress at Liège is a worthy one and promises much for the future.

"The Permanent Committee, at a meeting in Paris on July 3, fixed the exact date of the Boston Congress and determined the program, subject to modification. The following subjects will be considered :

1. The advocacy of a permanent international court of arbitration;
2. Unification of legislation regarding checks;
3. International postal reform;
4. The institution of an international office for commercial statistics;
5. International maritime union;
6. Regulation of expositions;
7. Agreement between nations concerning banks of issue;
8. Resolution looking to the abolishing of restrictive measures against foreign merchants.

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Current Events

General

Jan. 22. Directors of Board of Trade unanimously indorse plan of Grand Trunk Ry., to enter Worcester.
23. Harry A. Olsteh succeeds Frank G. Chapin as city ticket agent of Boston & Albany R. R.
25. Large delegation Worcester business men appear before Legislative Committee on Education at Boston, in support of bill providing $50,000 annual appropriation for Worcester Polytechnic Institute.
25. J. W. Kendrick, Chicago, formerly of Worcester, appointed by bondholders' committee to report on financial and physical needs of Wabash R. R.
28. Rev. William A. Lee, Watertown, accepts pastorate of Pleasant street Baptist Church.
29. John M. Carson, Bureau of Manufactures, Department of Commerce and Labor, addresses Board of Trade members at informal dinner on export trade.
29. State Commission on Lake Quinsigamond Reservation files report with Legislature recommending taking certain portions of land, policing, and appropriation of $95,000.
30. John M. Kilgore, 43 years Worcester general agent for Northwestern Mutual Life Insurance Co., resigns and is succeeded by Charles H. Sagar.
31. Stamp sales at Worcester postoffice for January, 1912, are $40,782.08, an increase of $3900.72 over January, 1911.
Feb. 1. Worcester County Bar Association tenders banquet to Chief Justice Arthur P. Rugg of Massachusetts Supreme Court.
1. Will of William H. Dexter gives $55,000 to First Baptist church $41,000 to Worcester Academy and bequests to all Worcester Baptist churches.
1. Annual dinner of students, faculty and alumni of Clark University in honor of founder's day.
4. Dr. Levi L. Conant, acting president Worcester Polytechnic Institute, elected member London Mathematical Society, leading organization of its kind in the world.
5. Thomas F. Foley elected captain of G Co., 9th regiment, Emmet Guards.
6. Dr. Hosea M. Quinby, superintendent of Worcester State Hospital, resigns to take effect April 1.
6. Worcester Post of Entry receives during January, 499 packages valued at $23,297 with duties of $16,142.30.
7. William H. Sawyer and William H. Sawyer, Jr., elected directors of Hilton-Dodge Lumber Co., Savannah, a new $7,000,000 corporation.
19. Frank B. Smith resigns as manager of Slater Mills, Webster, to become general manager of New England Cotton Yarn Co., Boston.
20. Worcester Postal Savings Bank, opened Nov. 1, has deposits of $9,000.
22. Judge W. H. Speer, Jersey City, principal speaker at annual banquet of Worcester Builders Exchange.
23. Mayor David F. O'Connell addresses Tatnuck Improvement Association at public meeting in Tatnuck schoolhouse.
23. John Tuck, Boston, appointed manager of Worcester branch of Lee, Higginson & Co.
23. Hearing at Boston on admittance of Grand Trunk Ry., attended by representatives of Board of Trade.
24. Architect Clelland W. Fisher prepares plans for large addition to State Mutual building.
26. George B. Dowley elected president and W. W. Johnson, vice-president at reorganization meeting of Ware-Pratt Co.
27. Luther M. Lovell, assistant treasurer of Worcester County Institution for Savings, resigns.
27. Hearing in Common Council chamber on abolition of northern grade crossings.

City Affairs

Jan. 24. Annual statement of city property valuations shows $18,564,066.03, an increase of $635,035.03 over 1910.
24. W. Francis Hyde re-elected general supervisor of Worcester playgrounds.
26. Following public hearing, City Council Committee on Legislative Affairs votes to indorse Mayor O'Connell's bill for public market.
Feb. 5. Contract for $1450.81, for brass fixtures used by water department given to Braman, Dow & Co.
5. Annual report of Board of Health shows 1911 death rate of 15.07, lowest ever recorded.
8. Largely attended hearing at State House, Boston, before Legislative Committee on Cities, on municipal market.
18. Frederick Midgley resigns as overseer of the poor.
19. Public hearing before Board of Aldermen on removal of spur tracks from Summer street.
20. Henry A. Mower resigns as dog officer.
27. Joint standing committee on sewers recommends erection of $2,000 blacksmith shop on East Worcester street for sewer department.
27. Worcester Gas Light Co., requests location for eight miles of service mains.
28. Joint standing committee on water of City Council favors appropriation of $100,000 for pipe improvement.

Industrial

Jan. 21. Baker Box Co., reorganizes with Charles Baker as president.
22. Samuel R. Heywood re-elected president at annual meeting of Heywood Boot & Shoe Co.
25. Edwin Hawes Co., removes from 17 Vine street to 726 Main street.
29. American Wholesale Grocery Co., 65 Winter street, buys land on Grafton and Keese streets for site for $50,000 warehouse.
30. Baldwin Chain & Mfg. Co., reports installation of $25,000 worth new machinery to increase production.
Feb. 2. Royal Worcester Corset Co., re-elects officers at adjourned annual meeting.
5. Wachusett Thread Co., begins operations in new mill on Middle River road.
3. Norcross Bros. Co., awarded contract to erect new Hartford City Hall on bid of $268,000.
26. Worcester Ornamental Iron Co., leases portion of old Crompton & Knowles plant to secure larger quarters.
27. M. S. Wright Co., adds another floor to present plant to enlarge present production.
27. Harry Unwin resigns as president of Morgan Truck Co.
28. Majestic Mfg. Co., doubles factory space.
28. Business of Fiske Bill Posting Co., is sold to Donnelly Bill Posting Co., of Boston.

Necrology

Jan. 22. Samuel B. Parsons, Worcester's oldest surveyor, aged 79 years, 10 months and 29 days, of pneumonia, at his home, 60 Apricot street.
25. Charles S. Southworth of Collins & Southworth, shoedealers, aged 61 years and 18 days, from pneumonia, at his home, 9 Gardiner street.
29. Thomas T. Schouler, 52 years, 10 months and 12 days old, superintendent of Home Farm, of intestinal obstruction, at Home Farm.
Feb. 4. Rev. Frank Dee Penney, 54 years, 9 months and 9 days old, pastor of Lincoln square Baptist Church, 1897 to 1902, at his home, Schenectady, N. Y.
6. Edward J. Putnam, 67 years and 28 days old, retired member of Putnam & Thurston Co., of acute indigestion, on street near Old South Church.
8. Thomas Hamilton, 76 years, 6 months and 6 days old, former dry goods merchant, of pneumonia, at his home, 47 Benefit street.
8. William K. Crosby, 38 years in office of American Steel & Wire Co., Civil War veteran, 70 years, 5 months and 19 days old, of chronic myocarditis, at his home, 17 John street.
8. William A. Merriam, 42 years old, formerly bookkeeper for Prentice Bros. Co., at his home in Des Moines, Ia.
9. Peter P. McGovern, 28 years and 23 days old, of law firm of McGovern & Murphy, of Bright's disease, at City Hospital.
9. Calvin L. Goodwin, 66 years, 1 month and 25 days old, president of C. L. Goodwin & Co., woodworkers, of heart disease, at his home, 7 Crown street.
14. George Wrightson, 45 years old, many years foreman of Worcester Water Department, of pneumonia, in St. Vincent Hospital.
15. William Schollard, 60 years old, superintendent of St. John's Cemetery, of pneumonia, at his home, 23 Arlington street.
17. Henry Wood Fowler, patent attorney, 35 years old, at his home, 3 Tuckerman street.
22. Charles A. Waitt, 68 years and 7 days old, many years general agent in Worcester of Boston & Maine R. R., of typhoid pneumonia, at his home, 90 Chatham street.
22. Rev. Dr. Edward H. Hall, former minister of Second Parish Church, 80 years old, at his home in Cambridge.
27. John H. O'Donnell, 48 years old, formerly foreman for Washburn & Moen Co., inventor of wire drawing machinery and dies, at his home in Waterbury, Conn.
28. George F. Miller, chief accountant of Bowler Bros., 50 years, 5 months and 7 days old, of anæmia, at his home, 42 Beeching street.

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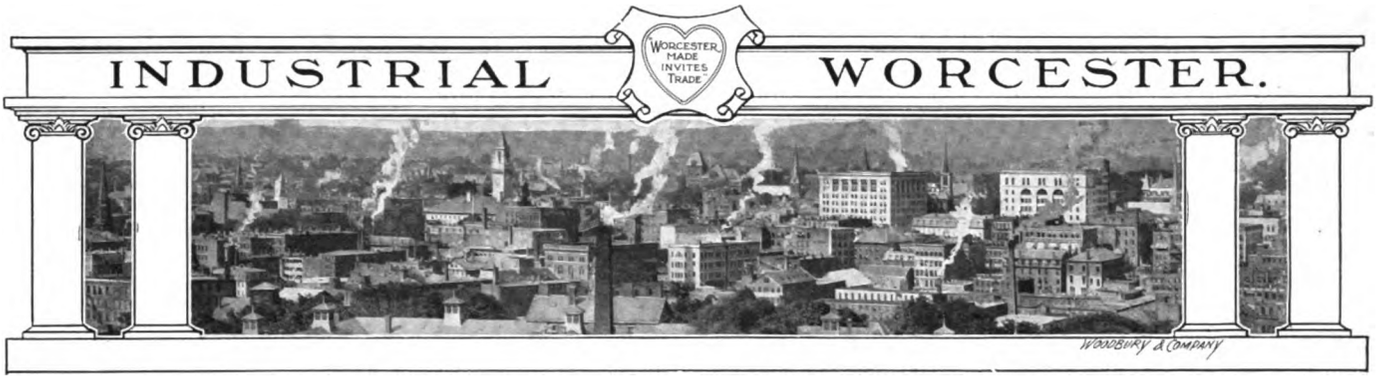

Enlarged Plant of the Royal Worcester Corset Company

Fifty per cent. increase in floor space has been made at the plant of the Royal Worcester Corset Company by the building on a large wing facing on Grand Street. This addition makes the present factory the largest in the world devoted to the manufacture of corsets exclusively, according to the statement of the company's officials.

The new wing has a frontage of 165 feet on Grand Street and is 60 feet in width. It is of brick and concrete, four stories and basement. Particular attention was given to the matter of light, and there is a considerable increase in the size of the windows in comparison with the older portions of the factory. Devices for the prevention of fire and means of quick egress are supplied in accordance with the best practice of the day. The inside stairways are of steel within brick wells, and are shut off from the work rooms by fireproof doors.

The attention to the details that affect the welfare of the operatives which has long characterized this noted plant is in evidence throughout the new addition. The system of ventilation has already proven its value and efficiency in the older portion of the factory. The system of bubbling fountains, one of the sanitary features that for the past two years has interested every visitor, is extended into the new addition. These fountains are supplied with cooled and filtered water.

In the basement is installed an auxiliary heating plant for use when necessary in extremely cold weather. The equipment in the main power house has been greatly increased in the last year and is adequate for all needs. The machines throughout the entire plant are driven by electric motors, and the absence of overhead belting and shafting is a noticeable improvement. Throughout the entire establishment are found standard and specially devised safeguards to protect the 1600 workers, of whom a very large proportion are women.

Dressing rooms and lockers are well arranged and commodious. The building of this new addition has brought about expansion of every department and allows each individual operative ample room. The arrangement of departments and work benches has been carefully studied, the broad aisles and grouping of machines giving an appearance of comfort and orderly progression of work that is in sharp contrast with the older type of factories using power sewing machines.

The top floor of the new part is occupied by the examining, shaping and boning departments. On the floor below are the sections devoted to binding, trimming, eyeletting and hose supporters.

The second floor houses the laundry, one of the most interesting departments to the visitor. Each ironer has an individual work table, and the irons are electrically heated. An examining department occupies a portion of this floor, and here the finished product undergoes a rigid inspection.

The street floor is the shipping room. This room and its equipment is especially designed to handle the steadily increasing output of the concern, especially the great growth in its export trade. From here shipments are made to the four quarters of the globe, as the Royal Worcester Corset Company is one of the most successful American concerns in the sharp competition of the foreign field, and its products go into every civilized country. Shipments to Cape Town and Stockholm, to Shanghai and Buenos Ayres jostle one another over the weighing scales to the fireproof loading room, which adjoins this wing of the building and is one of the striking evidences of the thought that has been given to facilitating every process of manufacture and distribution by the executive heads of this hustling organization. Rolling steel doors form one entire side of this loading room and permits the loading of several teams at once without confusion.

A two-ton electric elevator runs from basement to roof and another large elevator runs from the basement to the second floor. The basement forms a capacious storage room.

The architect for the new structure was Arthur F. Gray of Boston, and the building was erected under his supervision by James Miles & Son of this city. The contract price was $110,000.

Several new devices have been installed in the plant. The most noticeable are: A Lamson pneumatic tube system, giving quick transit for orders and documents between the order, bookkeeping and shipping departments; and a system of time stamp clocks which make it possible to follow every order from the time it is received to the time it is shipped.

Hammond Beef Company

The Hammond Beef Company is occupying the new building in Arctic Street erected by the E. J. Cross Co. of this city. The building is 60 feet by 80 feet, two stories and basement. It is mill constructed of brick and has a gravel roof. The cost of the complete structure was $40,000. The building was designed at the head offices of the company in Chicago and embodies the latest ideas in a wholesale beef house.

Steam, hot water and cooling pipes are introduced from the neighboring plant of the Worcester Cold Storage Co. The cooling system is adequate to maintain any temperature from 10 degrees up.

The basement has a concrete floor and concrete vats for soaking pickled goods. Here, too, are the washing vats for pickled goods and the trimming tables. Capacious bins are used for storing pickled meats. Here are two coolers, each of three carloads' capacity; one for sweet pickled goods and one for barrel pork, lard and similar products. The firing space for the smoking towers occupies a portion of the space, and a wood room of two carloads' capacity, contains the hickory wood used for smoking meats. In another part of the basement are the big boilers for cooking hams.

The street floor has a loading dock with capacity of five teams, which is reached by a vestibuled drive. The manager's office is located on this floor and the receiving, weighing, packing and shipping rooms. One cooler on this floor has a capacity of one hundred sides of beef and two hundred lambs. One end of this cooler has a concrete floor and is used for smaller articles of which pork tenderloins are a considerable part, as the concern's sales of these alone are said to amount to 20,000 pounds each week. A storage room for strong smoked meats holds 10,000 pounds. The main salesroom is located on this floor.

On the second floor is found the general office and the office of the United States inspector. The dressing room, with individual lockers and toilet rooms, are on this floor. A section of this floor is a storage room and another portion forms a screen room for smoked meats with a capacity of 15,000 pounds.

The smoke tower extends from basement to roof and is divided into four floors, with a total capacity of 20,000 pounds. A large elevator runs from basement to top floor.

A spur track extends along one side of the building, adjoining a loading platform four feet wide. From this platform open iron chutes leading into the basement.

Previous to 1902 the products of the Hammond Company were handled on commission by H. C. Taylor, who, it is said, about thirty-five years ago built the first house in this section of the country for the sale of western dressed beef. Since 1902, when the Hammond Company bought Mr. Taylor's business, the concern has been located at 69 Shrewsbury Street.

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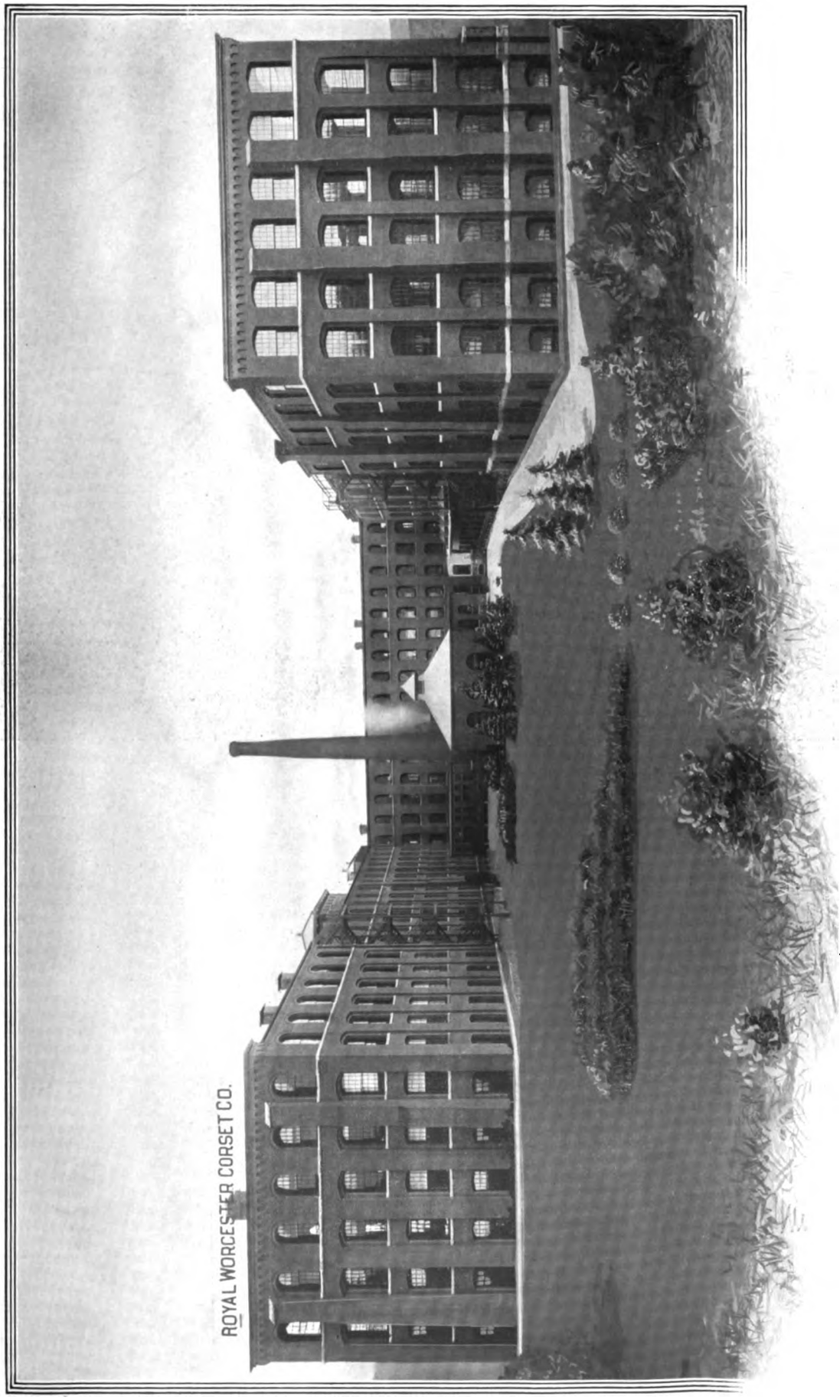

THE ENLARGED PLANT OF THE ROYAL WORCESTER CORSET CO.
The Wing at the Right is the New Portion

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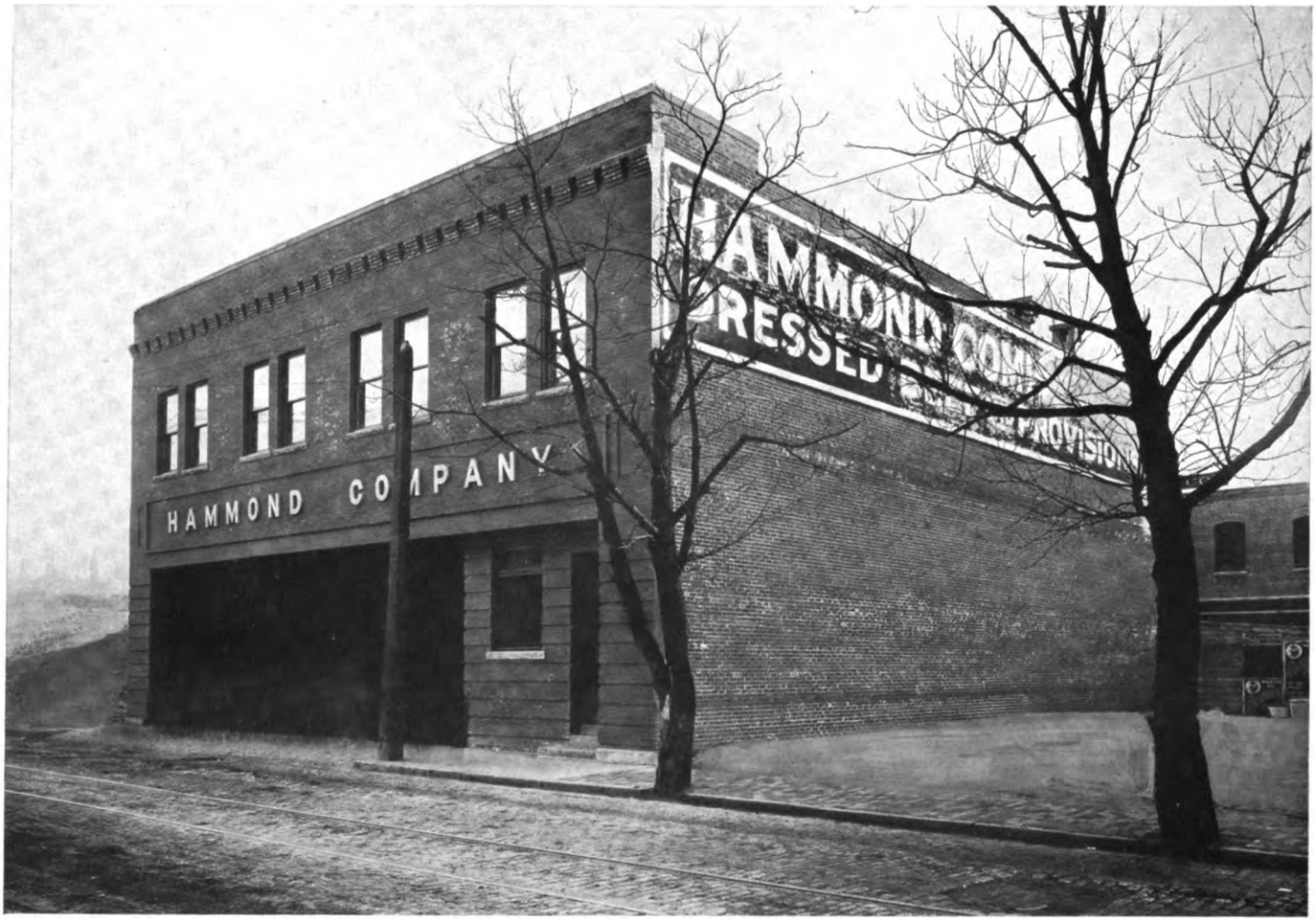

NEW BUILDING OF HAMMOND COMPANY

Scientific American Medal

In the February number of *Grits and Grinds*, published by the Norton Co., is the article appearing below which is reprinted here because the work of this concern is typical of the spirit of Worcester manufacturers which is making Worcester a city of renoun in the industrial world:

The Scientific American Gold Medal, offered as an award to the institution developing the highest type of safety devices for the protection of life and limb of American workmen, was awarded to the Norton Company at the annual meeting of the American Museum of Safety on Jan. 18th in the United Engineering Societies' Building, New York.

The presentation speech was made by Dr. Frederick R. Hutton, Chairman of the Jury of Award, In his address he stated that in deciding as to the acceptability of a device for this award, the jury was guided by the following requirements:

The first of these is the applicability to a wide variety of conditions or to secure safety for a large number of persons. The second is practicability. The device must be capable of being used economically and successfully and avoid intricacy or cumbrousness, which would interfere with its easy and convenient operation. The third requirement is simplicity, so that ordinary labor or supervision only shall be required to keep it in repair or operation without expert attention. The fourth principle is reliability. The apparatus or device must not fail in emergency. Durability is the fifth requirement. The device must neither be so delicate nor require such fineness of adjustment that it will not last in service. The final or sixth requirement is commercial availability, so that it shall be capable of being procured by those who would like to use it. It is assumed that no person owning patent rights upon a safety device will so abuse his conferred monopoly as to frustrate the actual purpose for which the device was created. On the principles of the gift and the criteria of award, the chairman of the Bureau is prepared to announce the awards for 1912 at this time.

The medal was accepted by Mr. Jeppson, in behalf of the Norton Company, who spoke as follows:

"In accepting this medal for the Norton Company, we realize the high honor which has been conferred upon us by the American Museum of Safety, and we recognize the initiative and the interest of the Scientific American in the great work of safeguarding the American workman from the hazards of his occupation.

"We make in our plants grinding wheels and the machines on which they are used.

"Grinding wheels are operated at high periphery speeds; they are subject to careless usage. There are revolving to-day in this country alone, by rough computation, approximately a million of these wheels of all makes. There have been many and serious accidents, due entirely to the fact that the operators have not been safe-guarded as they could, and should have been.

"Our company has a record of 1800 machines that are equipped with protection hoods on which there has never been an accident to any operator, although many wheels have broken in them due to negligence of some kind.

"A safety committee in our own plant, following the general suggestions of this museum, has eliminated accidents to such an extent that for the last six months we have not had an injury of any kind incident to the operation of machinery.

"Following further along these lines our men are examined for physical defects in order that a man with a poor heart, defective sight and hearing shall not be put on an operation which will increase the hazard of his work.

"Mr. Chairman, this medal has already given our men at Worcester a greater interest in the further and better development of the safety devices for which we have been recognized, and for them, and for our company, we thank the donors for making the award possible, and the Museum for the opportunity it has given us for assisting in their great work."

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The WORCESTER MAGAZINE

Illustrated

A Section of the Domestic Science and Pure Food Exposition in Mechanics Hall

APRIL, 1912

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15 cents the copy

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WORCESTER, MASS.

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The WORCESTER MAGAZINE

Domestic Science and Pure Food Exposition

Where Demonstrations of Pure Food and Exhibits of Modern Household Appliances Attracted and Retained the Interest of Fifty Thousand Visitors While Educational Lectures by Experts Brought New Ideals and Practical Ideas to Attentive Throngs.

IN the last ten days of March thousands of men, women and children thronged Mechanics Hall to see the Domestic Science and Pure Food Exposition, created by the combined efforts of the Retail Grocers and Provision Dealers Association and the Worcester Woman's Club. The manager, Elgen J. Rowe, and Mrs. George A. Slocomb, president of the Woman's Club, opened temporary offices in the hall, and under their efficient direction the programme planned was carried out to the letter.

It is not the purpose of this article to describe the exhibits in detail. It suffices to say that visiting authorities are credited with the statement that this exposition came nearer the ideal of a pure food show in fact as well as in name than any similar affair ever held in the East.

LABORATORY WHERE ANALYSES WERE MADE BY PROF. ALLYN AND HIS STUDENT ASSISTANTS

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Every product, every label and every form of advertising literature distributed was passed upon by the committee of the Woman's Club—the active sponsors of the exposition—and their technical experts, and the unproven products were analyzed.

It is not too early to say that the effect of this Exposition upon Worcester and its environs is to be far reaching and abiding. No one could sit and listen to the earnest and forceful men and women who lectured upon the various phases of the pure food problem and domestic science without being stirred from whatever apathy may have found lodgement within their minds. As speaker after speaker told of existing conditions, gave warning of existing evils or pointed the way to better methods, an observer could see the growing interest and attention of the audiences which at times packed the auditorium to its standing capacity. And let it be said here to Worcester's credit that never in the history of such shows have the speakers drawn so large a percentage of the attendance to the lecture hall. It was a matter of wonderment and comment to everyone conversant with the usual course of such affairs.

Exhibit of Electrically Heated Utensils by Duncan & Goodell Co.

The great centre of interest was the laboratory established by Prof. Lewis B. Allyn, of the department of chemistry and physics of the State Normal School at Westfield, over which Professor Allyn presided, assisted by three advanced students, Miss Gladys Jenney, Miss Mae George and Miss Ernestine Merrick. Each day samples of products purchased in Worcester stores and samples submitted by visitors were analyzed, and the results shown upon a blackboard. Many, to be sure, were found to be impure, but, with very rare exceptions, they were made in other cities. Almost without exception food products made in this city were given a clean bill of health, and the producers of Worcester food products were found anxious to eliminate from their goods any elements considered harmful by the analysts.

Distributors of food products in this city were noticeably interested in both analyses and lectures, and many availed themselves of the opportunity to find out the character of the goods they were selling. The constantly reiterated slogan of Professor Allyn, "Read the Label," was brought home many times to both distributors and consumers and in many Worcester homes hereafter the fine print on package and bottle labels will be closely scrutinized. The work of Professor Allyn was distinctly constructive and, as described by President Phelps, corrective.

In Washburn Hall every afternoon and evening were lectures, and these were for many the most interesting feature of the Exposition. The first speaker, on the opening night, March 21, was Alfred W. McCann, advertising manager of Francis H. Leggett Co. of New York, chairman of the Vigilance Committee of the Associated Advertising Clubs of America, a prominent speaker and writer on pure food topics. Mr. McCann is forceful and enthusiastic, especially in his denunciation of "denatured" foods. His topic for the evening was "The Significance of the Pure Food Movement." The keynote of his address is found in these short quotations:

"The dealers plead that the public demands food made attractive by chemical manipulation. So, to satisfy the artificial taste standards for chemical beauty, the manufacturers make their strongest appeal to the eye. Next they consider the sense of smell, then the sense of taste and at last the question of nutritive value.

"It has been demonstrated in the Philippines that polished rice, the denatured grain, causes the frightful disease of beri-beri. Yet our babies and our invalids and our convalescents are fed upon this variety of rice. There

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is a law in the Philippines now against the use of this kind of rice.

" You can correct all of these things by an appeal for popular education. There is no necessity for your receiving sulphurous acids in your foods. Complain to your grocer, if you do not get what you want. You can't get these things by legislation, but you can get them by popular education.

" You can do what the law don't do. Years ago the physicians used to bleed their patients. They don't do it now. Why? There is no law against it. Education has been the law that has changed this.

" Coal tar dyes are allowed under the law, yet they are deleterious to the stomach. Over in Persia, where they make the beautiful rugs, they began to color their rugs with coal tar dyes. They found these dyes were disintegrating the fibre of the rugs, and in the interest of protecting the industry from ruin they had to stop it."

On Friday afternoon Miss Helen Louise Johnson, formerly director of Good Housekeeping Institute, spoke. Her topic was " Labor Saving Devices in the Household."

in the course of her address a number of samples of adulterated foods. She held the attention of her auditors with statements like these:

" Food adulteration is as old as sin. Wherever you find unregenerate humanity, where men lie and cheat, steal and swindle, there will you find that food adulteration flourishes. The modern cry to let the label tell the truth, the whole truth, is after all nothing new. Foods were labeled 3000 years ago, as is proved by recent explorations of the Harvard Palestine expedition.

" Coal tar dye is a very poisonous thing, and it has interested a great many scientific people. It is used simply for the purpose of covering up something that is not right. Used in meat, as it is, it gives meat a redder, fresher and brighter look. Used in jams and jellies it gives these foods a brighter color. Even when no fruit is used the dye is added to make it look as if fruit were used."

" Inexpensive Cuts of Beef, How to Buy and Cook Them " was the subject of a talk by Miss Ida C. Bailey, director of domestic science, Worcester Y. W. C. A., on Saturday afternoon. A side of beef furnished by the

Lighting and Heating Appliances Exhibited by Worcester Electric Light Company

In the evening Miss Alice Lakey of Cranford, N. J., late chairman of the Food Committee of the National Consumers League of the United States, addressed a large audience upon " The Adulteration of Foods." She dwelt at considerable length upon adulterations and commercial frauds in an interesting manner, exhibiting

Worcester Public Market was cut by one of the firm's employees to illustrate the points made by Miss Bailey in one of the most instructive and most largely attended of the course of lectures.

In the evening Miss Lakey again spoke, taking for her topic " How the Pure Food Law Has Been Betrayed."

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She handled her subject without gloves, and her statement of the conditions which brought about the resignation of Dr. Harvey W. Wiley as head of the Bureau of Chemistry of the Department of Commerce and Labor, aroused the audience to a point where the gathering resolved itself into a mass meeting which voted to petition President William H. Taft to reappoint Doctor Wiley to the position from which he resigned.

Monday afternoon Dr. Clifton F. Hodge, professor of biology, Clark University, delivered an entertaining lecture, illustrated by stereopticon, upon "The House Fly, a Menace to the Home." In the evening Professor Allyn made his first appearance as a lecturer in a demonstration lecture, "What We Eat in Candies." His remarks upon saccharine substances, glucose, sulphurous acid and dyes and synthetic ethers derived from coal tar were a revelation to most of those who heard this interesting talk. Before he had finished speaking most of his audience were glad to remember that he had opened his talk with this statement:

"I would like to divide into two parts this discourse on 'What We Eat in Candies.' In the first part we might show up some of the trickery and fraud used by the confectioners, and the second part should be devoted to honest manufacturers or confectioners, because I am sure from the observations I have made since I have been in Worcester that there are two kinds of candy makers here.

PURE FOOD DISPLAY OF WORCESTER MARKET

"You have men and women here who do not care what they deal in, and you have men and women who are exceedingly careful, men and women who desire to give out only the best product there is.

"It seems to me you are specially fortunate in having such a class of confectioners as the last one."

Professor Allyn followed this talk on the next afternoon with an address on "Kitchen Tests for the Purity of Food Products." The simple but effective tests demonstrated by the speaker were noted by many of the listeners, as the tests were on the more common food supplies. Professor Allyn plated a steel knife with copper taken from French peas, bringing out the point that it was the wealthier class who suffered most from such products. He stated that he knew of no domestic brand of canned vegetables that was not pure.

In the evening Daniel C. Palmer, State commissioner of Weights and Measures, gave a stereopticon lecture to "the housewife, the purchasing agent of the greatest corporation in the world, bar none," on "The Effect of Dishonest Weights and Measures upon the Consumer's Pocket Book."

The lectures of the next two days were by Miss Ida C. Bailey and Dr. Lyman F. Kebler, chief of Drug Division, Bureau of Chemistry, United States Department of Agriculture. Miss Bailey drew one of the largest audiences of the course to hear her lecture on "The Workingman's Lunch Box." Doctor Kebler's three lectures were illustrated by stereopticon, his topics being "Evils of Soft Drinks," "The Dangers that Lurk in Patent Medicines" and "Habit Forming Drugs."

"Inexpensive and Artistic Home Furnishings," illustrated by exhibits, formed the theme of a lecture by Miss Flora MacDonald of Boston, on Friday afternoon. In the evening Dr. Bernard H. Smith, chief of Food and Drug Inspection Laboratory, U. S. Department of Agriculture, Boston, delivered an address upon "How the Government Conducts its Food Inspection," which was notable for its mingling of quiet humor and illuminating serious comment.

The closing day was marked by lectures by W. P. B. Lockwood, who is at the head of the Dairying Department, Massachusetts Agricultural College, whose topic was "The Handling and Care of Milk," and by Doctor Hodge, who gave a stereopticon lecture on "What Worcester Has Done and Can Do to Exterminate the House Fly."

Little has been said in this article of the exhibits of utensils and pure foods; not because they were not worthy, rather because the limitations of space made it necessary to enlarge upon the educational features, whose effects upon this community will not soon be lost. The many months of work devoted by the officers and members of the two organizations responsible for this Exposition, has been well repaid by the interest created among the public spirited citizens of Worcester.

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A Group of Dutch Paintings in the Worcester Art Museum

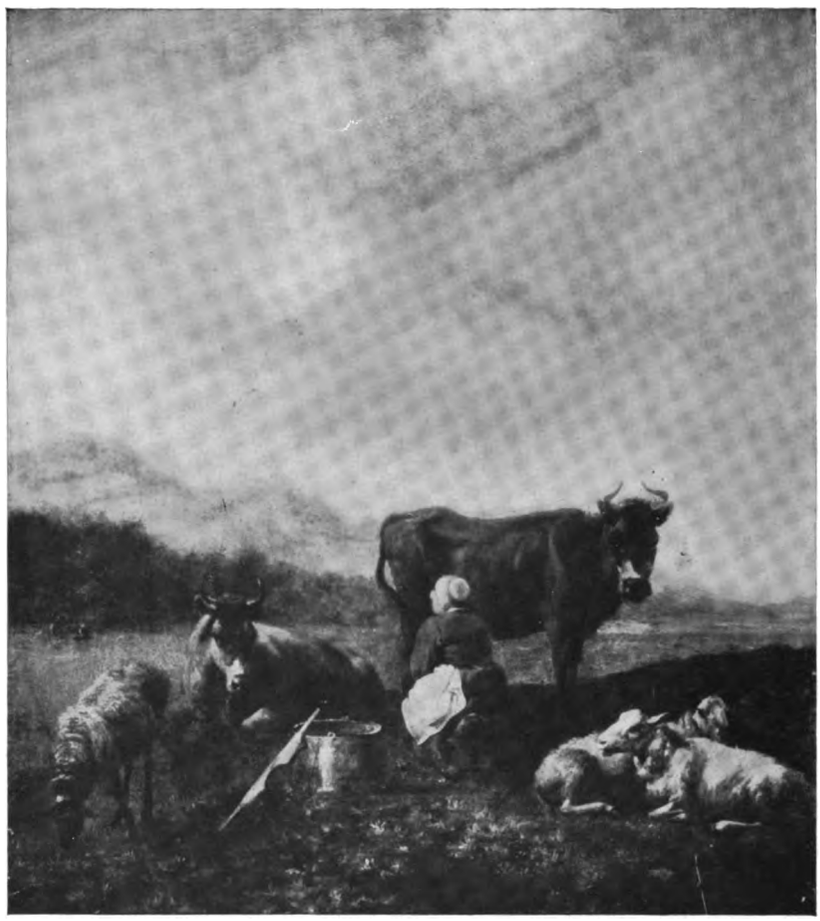
Typical Examples of Dutch Art in its Greatest Period, Affording an Insight into the Character of Its Famous Painters and of the National Life to Which They Gave Expression, Together with Brief Comment and Description of the Paintings Reproduced in These Pages.

By Elizabeth M. Gardiner

In a previous article in these pages it was suggested that the collections of the Worcester Art Museum, small as they are, afford a sort of summary of much that is best in the work of the older schools. Of the truth of this claim no better example can be given than the relation of the three pictures, here illustrated, to Dutch Art in its greatest period.

The art of Holland in the seventeenth century needs no interpreter. Of all the great outbursts of national expression perhaps none makes its appeal so completely and delightfully to the heart of the average man. The Dutchman, whether painter or patron, is not the man disciplined to gravely perfect physical beauty, nor purified to religious ecstacy by renunciation, nor yet abandoning himself almost fiercely to the seductions of a dream of eternal youth. He is not, in short, an idealist of any sort, but a practical man of the world. Life, as he finds it, with all its solid virtues, its pleasures material, sometimes unaffectedly gross, its comfortable negligences, or even the uglinesses of age or misshapen features or coarse breeding he accepts unaffectedly, even cheerfully. It is the normal and regular that delight him. He loves to represent his smooth cheeked fellow-citizens appearing yet stouter and more opulent in their cumbersome stiff satins and heavy velvets and laces, to catch them in the stir of business life, the doctor absorbed in an anatomical demonstration or busy with a patient, the group of trustees deliberating with good humored familiarity, the humbler tailor or dentist or barber at his trade. He follows them into all the household activities, the decorous bourgeois card parties and musicales, the solid enjoyment of a hearty meal, the boisterous fun of some family festival. His affectionate interest extends to the friendly animals of barnyard or pasture and even to his inanimate surroundings, the market with its luscious heaps of fruit and soft furred game and gleaming fish, the sunny brick-walled courtyards and well ordered rooms, showing glimpses of the tranquil canal beyond, nay, the very meadows and broad river channels with their quiet spaciousness and the brooding skies above.

As equally normal he accepts all the negligences and disorder arising from unconstrained daily existence, the mud on the roads, the living room floor cluttered with pots and pans and broken bits of food, the sordid tavern rooms and all the rags and uncouth gestures of the roisterers. They are part of the fixed order of things, to be confessed to unashamed. And yet, even at its frankest, this realism is the reverse of depressing. If the Dutchman insists on sitting in his spiritual shirtsleeves and taking the world whole without trying to reform it his tolerance is that of affection, not of indifference. With a lover's penetration he discovers the beauty hidden in the wonted things. If he has no longing for Paradise it is because he knows how the sunlight can gleam through a glass of wine or shine subdued by the translucence of fresh grapes, or how the reflections from his quiet canals can stream in through an open door and irradiate a sober tiled room till the scattered toys, the pans and kettles and even the bits of broken pottery catch and hold their share of its beauty. And if he does not sigh for the radiant humanity of the golden age it is because he knows just how pearly the skin of one of his own capable dames can be, how soft the few escaping tendrils of her hair against the light. Even in the wild drinking bouts of Brouwer and Van Ostade there is sure to be a bit of vine curling in at the window or a mysterious play of shadows among the rafters.



Willem Romeyn

Landscape with Cattle

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But while the sheer goodliness of life as it is now and here in one's own time and country, with all its imperfections, was the inspiration of Dutch art as a whole, there were always some among the painters who felt the tragedy of those imperfections. The sunlight may transform your shattered glass to a jewel but can not mend it. The individual toper may form an attractive bit of color in a composition, but he must wake up to face the broken hopes of those who have cared for him. Thus it was that in the work of the artists who saw deepest there is a tinge of sadness, of awe, before the mystery of unfulfilled hopes and shattered strength. But this mood, too, finds utterance not through any towering figures of history or legend but through such tenderness for tired folk or little children, as expressed itself in the patient old spinning women of Maes or the sturdy little toddlers of Pieter de Hooch, such a consciousness of the weary struggle that is the price of even a triumphant old age, such a realization of the pain of those who are baffled and fail as looks out through the deep set eyes of Rembrandt's portraits. Whether joyous or wrung with pity the Dutchman is still faithful to the actual life around him, an interpreter rather than a dreamer.

It is with some such impressions that we turn away from the museums at Amsterdam or the Hague. They are impressions that could hardly be gained in all their fulness from any of the collections on this side of the Atlantic, yet our three Dutch pictures contain all the essential traits on which they are founded. It is true no one of the artists belongs to the select company of the great leaders like Rembrandt, Franz Hals or Ruisdael. They are, however, representative men from the rank and file.

Of Nicholas Maes, painter of the " Portrait of an Old Lady," we know that he was born in Dordrecht in 1632, that he studied under Rembrandt as a somewhat younger contemporary of such men as Bol, Flinck and Gerard Dou, that his first work " so closely resembled Rembrandt's that in spite of the marked individuality which gave it life and precluded the charge of direct imitation much of it still passes even among experts as that master's own."* We know also that in the early sixties he came under the influence of the Flemish school, and his work gradually sank to clever but insincere society portraiture. Our own example is characteristic of the earlier period, first, in its utter lack of ostentation. Note how the chair, curtain and dress, while painted so solidly that one does not doubt their firm material existence are yet kept so inconspicuous that they are felt only in passing as " in keeping with the kindly gravity of the woman herself." The pose, too, with all its dignity is perfectly unconscious, and in the painstaking transcription of the little personal traits of face and hands, the sunken eyes, the strongly marked lips, the gnarled blue veined fingers, there is no exaggeration, no sentimental insistence on age or any dominant passion. The personality as it stands, without pose or trapping, is allowed to speak for itself. That it convinces us of the genuine and lasting worth of what has been so conscientiously presented is also characteristic.

If in such portraits as these Maes was able to recall to us the quiet mastery of Rembrandt's middle period in his genre scenes he is linked with the cooler and more tranquil group represented by Dou, Pieter de Hooch, Metsu and Terborch. Yet more closely associated with these men is the author of " The Tailor Shop," Brekelenkam (1620-1668), who devoted himself exclusively to genre scenes. In the " Tailor Shop," perhaps his masterpiece, we have the temper of the school revealed in the quiet appreciation of beauty in the common things

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THE TAILOR SHOP

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of life, even if they be only a warm sunlit brick floor, a few bits of Delft ware and an old brass sconce gravely displayed on a shelf or a bolt of scarlet cloth. We have it, too, in the coloring, that peculiar blending of ruddy and silvery hues which keep even the sunlight cool and fresh. Yet Brekelenkam is not altogether in harmony with the comfortable gaiety of the majority of his contemporaries. His exclusive preoccupation with humbler folk and his earnest, almost solemn, manner lead us irresistibly back, as did Maes to the atmosphere of Rembrandt.

In Willem Romeyn (1624-1694), on the other hand, we step out at once into the fresh serenity of Dutch landscape. Like Brekelenkam he will be more easily placed by mention of the better known members of his school, Berchem, Karel Du Jardin, Adrien van der Velde. His little canvas lacks the wide horizon with distant city or long stretch of water freighted with boats found in such men as Ruisdael or Van Goyen. Yet, as has been aptly said, "it is so well composed as to suggest that it is merely the central part of a wide stretch of scenery," and its essentially Dutch genialness and tranquility is beautifully suggested by the same writer, "he was especially fond of green fields, skies partly clouded and flushed with mild sunshine and of animals, chiefly cattle, with their attendants engaged in everyday tasks about them, the whole enlivened with bright bits of color glimmering in dusk or softened light."

Nicolaes Maes

PORTRAIT OF AN OLD LADY

Thus, as we have said, almost every element of Dutch painting of the seventeenth century is embodied in our three pictures. If no one of them can claim an author of spectacular fame each is by a competent artist, painted with absolute sincerity and with the greatest insight of which he is capable. And surely a school may be better appreciated by the most distinguished products of its average men than by the poorer or erratic examples of the greatest.

*[Author's Note—The writer's debt, here and in the following descriptions, to articles by the director of the Museum in the *Museum Bulletins* for September and November, 1910, and for January, 1912, is too great to be adequately acknowledged by quotation marks.]

Amazing Growth of Telephone Business

Wonders quickly become commonplace in these bustling days, but when attention is called to such an interesting compilation as the figures of telephone expansion since 1895 our wonderment revives. *The Manufacturers Record* tells the story succinctly in an editorial of which the following is a part:

"While everyone after the least reflection realizes in some degree the tremendous expansion in the use of telephones, the real magnitude of the business can not be impressed upon one's mind excepting through the medium of statistics such as are presented in the annual report of the American Telephone & Telegraph Co. The figures for the year 1911 have just been issued. They show that there are 6,632,625 stations—meaning places such as dwellings, stores, etc., where telephones are used—some of them, of course, having more than one set of instruments, and there are 749,906 more stations than there were a year ago, this increase being 12¾ per cent. Seven years ago there were little more than 2,500,000 stations; thus the number now represents an increase of considerable more than 150 per cent. as compared with 1905. In the gross earnings of the company there has been an increase of approximately 30 per cent. in the last three years, the total for 1911 being $179,477,988, as compared with $138,144,300 for 1908. There are more than 24,000,000 telephone messages sent every day, or 7,770,000,000 a year. The wire length is nearly 13,000,000 miles, of which more than one-half is under ground; and the new subway from Washington, via Baltimore, Philadelphia and New York, to Boston, 450 miles, is completed, except for the drawing in of some cable. Going back as far as 1895 it is seen that there were then only 309,502 telephone stations and 675,415 miles of wires. There is no other country in which the telephone is so freely used as it is in the United States.

"Among other things the report gives expression to the following significant opinions: 'The discussion of the government ownership of the wire companies is not likely to become anything more than academic, at least for the present.'

"It is not at all probable that the people would reap any benefit from having the government acquire control of and operate the telegraph and telephone lines of the country. On the contrary, it is assured that more progress will be achieved through a continuance of private ownership because there is a constant effort on the part of the companies to induce more business by the installation of improved equipment and the adoption of improved methods of operation. The public has frequently witnessed the results of this enterprise on the part of the corporations, and its existence is an incentive to inventors to investigate and experiment with a view to bettering telephone practice, but if the government owned the lines the encouragement of inventive talent would be greatly diminished, if it did not wholly disappear. Progress demands that private enterprise shall continue to conduct our telephone and telegraph business."

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Milton P. Higgins; An Appreciation

By Herbert N. Davison

THE PHILOSOPHY OF LEARNING A TRADE

To make a good living; to have a happy family; to make preparation for hard times; to wear overalls in the shop with the same dignity as good clothes are worn on Sunday; to be confident you are laying a sure foundation for any future success; to feel that you are master of your work, and that you share the creative spirit: this is the wholesome philosophy of learning a trade.—*Milton P. Higgins.*

THE Orientals, in their beautiful imagery and unwillingness to pronounce the word "death," have a saying with reference to one that has exchanged mortality for immortality that "he has saluted his age."

On the seventh day of March, 1912, Milton Prince Higgins, full of years and honors, laid down the burdens of existence and saluted his age. It is a peculiarly befitting statement in his case, for his age had long saluted him and it was no more than a proper courtesy that in passing out he should return the salute.

We shall not attempt so soon after his demise to present any adequate story of his life. The barren details of the accustmed biographical sketch are as dispiriting as the subject is melancholy. Rather shall ours be the more congenial task of calling the attention of our readers to some of the salient features of a career that was as unique as it was notable.

Mr. Higgins belonged to a comparatively small group of unusual men of great brain, indefatigable industry, unselfish purpose and pronounced determination who are responsible for the Worcester of to-day. These men came from many walks of life, and were peculiarly fitted for the job they set themselves to do, viz., the building up here of a community that should be thoroughly democratic and truly individualistic.

From the earliest moment of recorded time down to this hour there have been two great schools of thought contending in the world for the mastery. One claims that all men are equal under the law, and denies to any man the ability to dominate his fellows; another grants equality under the law but contends that some men are born leaders and that such men are not only entitled to develop their leadership but that they will do so whether they are entitled to or not.

Mr. Higgins belonged naturally in the latter class. No pent up Utica ever contracted his powers. Other men believed in him but from boyhood he believed in himself more intensely than anybody else possibly could. He discovered in himself the germs of leadership. And as he went on from boyhood to youth and from youth to manhood and from manhood to old age, doing the things that other men said could not be done, it is not strange that his character took on some of that iron determination and force that made Luther and Calvin and Napoleon and Cromwell the leaders that they proved.

As it happened Mr. Higgins' bent was toward the mechanic arts. If it had been toward theology he would have been a great preacher of the type of Beecher and Spurgeon and Wesley and Whitfield, that is to say, he would not only have been an eloquent man but he would have been a constructionist, the head of a great church or the founder of a system.

If he had had military tastes he would not have been satisfied with the tactics of Scott and Upton, he would have contended with the War Department until he had gotten tactics adopted that would have been modern, efficient and sensible.

This is only another way of saying that Mr. Higgins personified in an unusual way the genius of teaching. He was an educationalist all his days; not in that constricted sense in which the term is ordinarily employed but in that wider and more luminous sense in which we find classified such men as Horace Mann and William Penn, both of them commonwealth builders and revolutionaries of the best type.

Penn declared that all laws are either fundamental and immutable or superficial and alterable. He asserted that fundamental laws are such as enjoin men to be honest, just, virtuous, to do no wrong; to kill, rob, deceive, prejudice none; but to do as one would be done unto; to cherish good and to terrify wicked men. These laws he considered to be subject to no change. No emergency, time or occasion can ever justify their suspension or abrogation.

"They are," he remarks, "as the corner stone of human structure, the basis of reasonable societies without which all would run into heaps and confusion." Such laws will continue in force "till houses stand without their foundations and Englishmen wholly cease to be."

It is not probable that Mr. Higgins ever thought of his life as being modeled along these lines, but if a charter for his activities had ever been granted it would have been drawn up on the theories set forth so succinctly by the eminent Quaker. While he was building for himself Milton P. Higgins took good care to cherish and encourage good men wherever he found them.

His father was a blacksmith and a machinist, as well as a farmer, but young Higgins left the farm because he was all machinist, and he feared if he stayed he would neither be one thing nor the other. Thoroughness dominated him at seventeen as it did at sixty-nine, and he bought his time from his father in order to learn his trade rather than to stay where his talents could not have full play. He entered the machine shops of the Amoskeag Manufacturing Co. at Manchester, N. H., served his apprenticeship, and then worked his way through Dartmouth College, graduating in 1868. The college gave him the degree of Bachelor of Science, but he always contended that the school of life had given him a still more valuable title—Bachelor of Industry.

After his graduation Mr. Higgins came to Worcester and entered the Washburn shops, connected with the Worcester Polytechnic Institute, as a superintendent,

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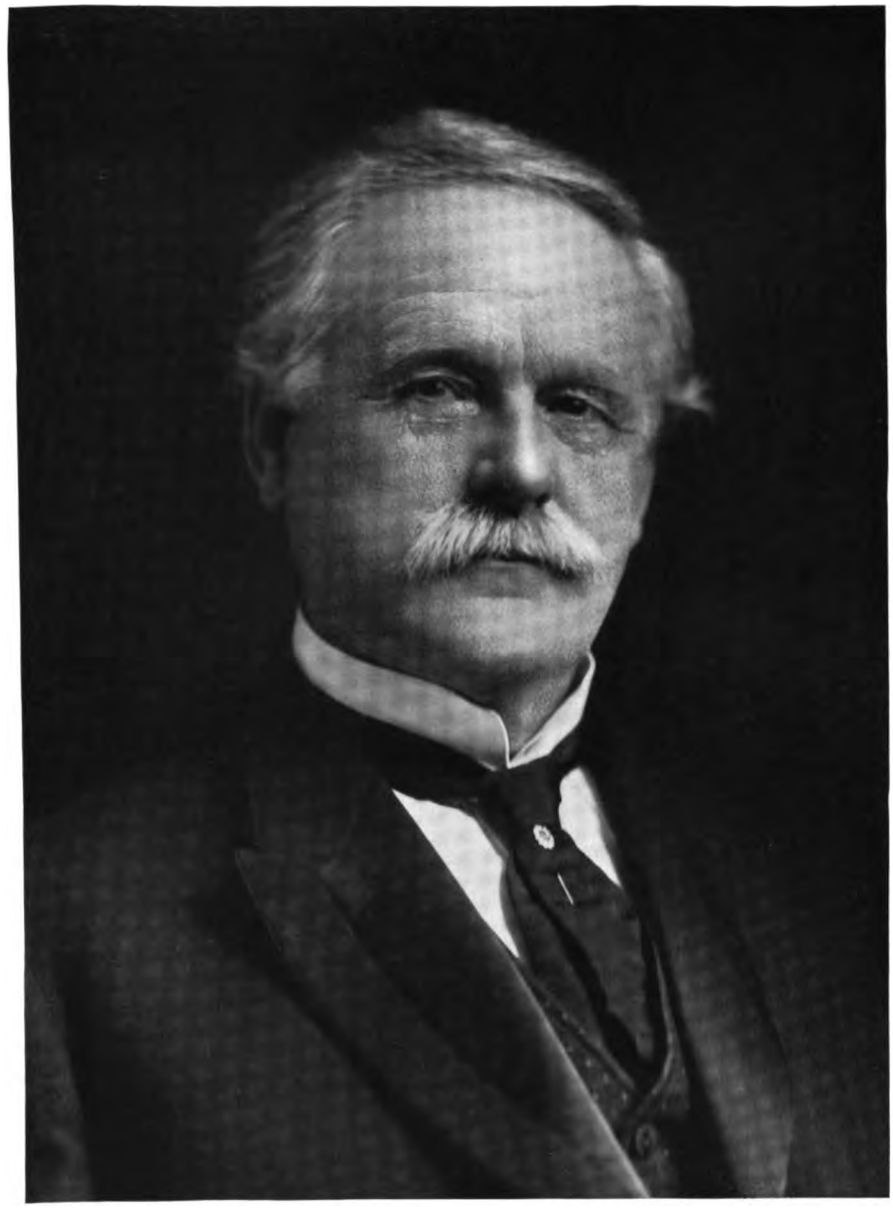
and from that moment until the hour of his death technical training assumed to him almost the sacredness of a religion. He saw earlier than most men the failure of our great technical schools to reach the masses, and once convinced of that fact he entered upon the task of revolutionizing our school system so that it would provide technical training for the poor boy, as if the job was child's play. The last thirteen years of his life was chiefly given over to preaching the gospel of technical training for that great mass of boys and girls coming out of the middle class families of America on whom the future of the Republic rests.



Milton P. Higgins.

When he entered upon this task in 1899 he was an absolute pioneer in the field—an Ishmael, if you will, with his hand raised against every man and every man's hand raised against him.

The apprenticeship system, thanks largely to the closed shop, had practically come to a standstill. No more apprentices were being received in many industries, and the competition between employers for labor had resulted in practices far from laudable. Furthermore, the boys and girls were growing up in idleness or else, far worse, were being taught in the schools to despise the honest industry by which their fathers earned their bread.

Mr. Higgins revolutionized all that. He gave labor a new dignity by incorporating it in the public school system, and he taught the young themselves that the boy who mastered a lathe or a planer or a drill, a carpenter's saw or a draughtsman's rule was of just as much account in the world as the man who had studied Greek and Latin and mastered them.

Furthermore, two of the most practical trade schools in this country were set up here under his supervision, and he not only launched them but helped shape their course for many years to come. Thanks to him, the poor boy can now secure in practically every State in the Union the rudiments of a good trade, and the shops of America are again filling up with competent youth, well educated, enthusiastic and reliable.

If he had done nothing else he would have deserved mighty well of history for that one long struggle. A less determined man would have abandoned the task as impossible long ago.

He saw to it also that the girls had equal privileges thrown open to them. He believed that they had quite as keen an interest in perfecting themselves for their life work as their brothers, and he insisted that the time for a woman to learn to bake and brew and sew and sweep was before she was married and not afterwards. Unlike most reformers he had the profound satisfaction, in his own day, after contending for years with the colleges, the labor agitators, the schools and the employers, of having them one and all confess that his theories were correct and of seeing them put in practice.

With reference to the wonderful growth of the Norton Company, the great business with which Mr. Higgins was principally identified, he could literally exclaim with the old Roman, "All of which I saw and part of which I was." He had near him in that company trained men—specialists of the highest type—and they gave to him and the company, from the start, a devotion and an intelligence that was bound to spell success.

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He was a loyal and labor loving member of the Board, he was a devoted supporter of Piedmont Church, he had done a large work in connection with the educational interests of Massachusetts.

He had many, many other industries and reforms in which he was interested, and he gave freely of himself to them all. He proved his citizenship not only on Sunday and election day but 365 days in the year, and so it was given to him when he came to die to look back upon his sixty-nine years of effort and achievement without regret.

His widow and children have inherited his estate, but humanity has inherited his mentality and its fruits. Whatever inscription may appear upon his tomb across his memory a race will write, "Here lies Milton P. Higgins, a man."

Theodore C. Bates

An illness of five years from Bright's disease, followed by a sharp attack of pneumonia, resulted in the death of Hon. Theodore C. Bates on Monday, March 11, 1912, at his home, 29 Harvard Street, at the age of 68 years, 9 months and 7 days.

Theodore Cornelius Bates, the son of Elijah and Sarah (Fletcher) Bates, was born in North Brookfield, June 4, 1843. Elijah Bates had settled in Brookfield in 1820 and there reared a large family, Theodore C. being the thirteenth child.

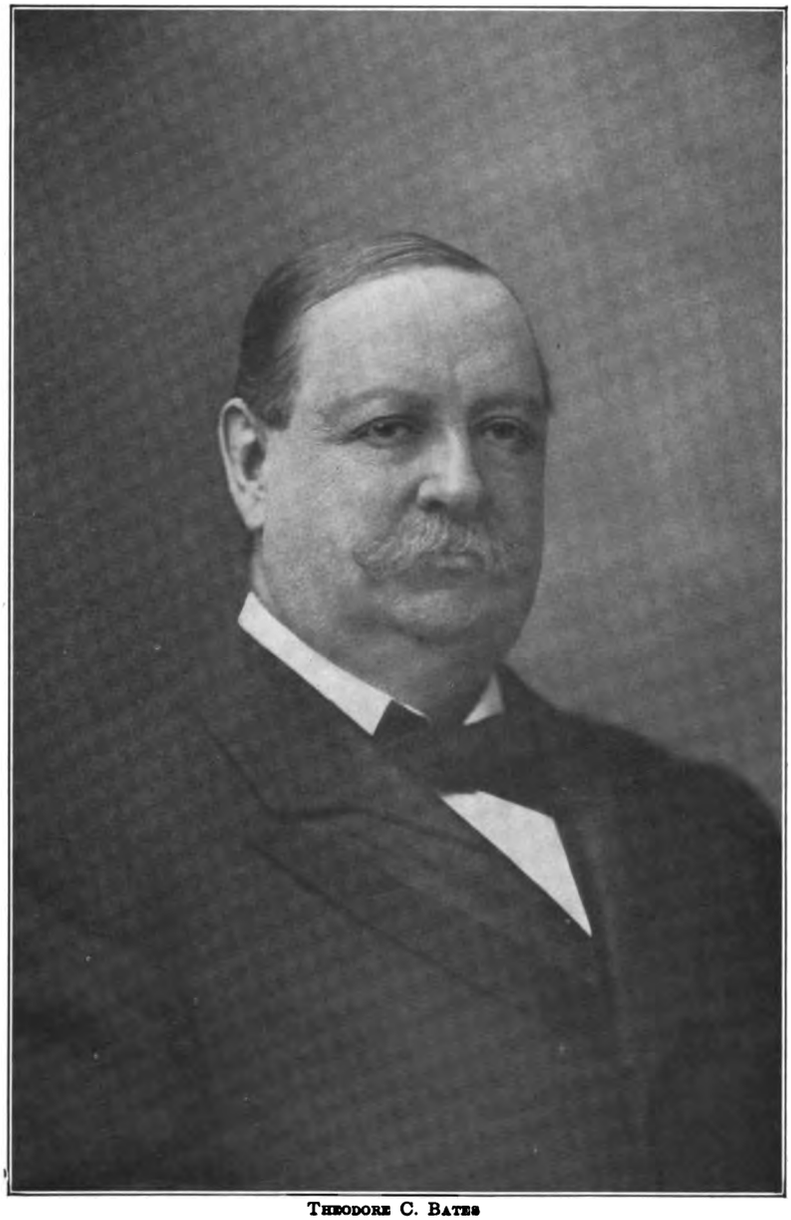
The boy, Theodore, received his early education in the public schools of Brookfield, being a member of the first graduating class of the North Brookfield High School. He then entered Pinkerton Academy at Derry, N. H.

After his graduation from the Academy he taught school in the Brookfields and later became principal of the high school of his birthplace. Then followed a period of several years as a salesman, traveling from Boston and other cities.

Mr. Bates came to Worcester in 1876 and became a partner of David H. Fanning in the Worcester Corset Company, now widely known as the Royal Worcester Corset Company. At one period of his career he was very active in the corset industry, and for several years was president of the Corset Manufacturers' Association of the United States.

He was always interested in the promotion of railroads and public works. Some of the companies in which he was interested were: The Worcester Electric Light Co., the West End Street Railway Co., Boston, the Corning, N. Y., Street Railway, the North Brookfield Railroad, now operated as a part of the Boston & Albany R. R., and the North Brookfield Water Works. He was interested as a promoter, organizer or director in several other electric and railroad enterprises.

He traveled extensively abroad and was the first American to investigate the storage battery system used in Budapest. His last important industrial work was in connection with the terminal bridge crossing the Missouri at Kansas City, in which project he was closely associated with the Swift and Armour interests. He was for years a director in the Massachusetts Paper Trade Association.



THEODORE C. BATES

Mr. Bates was one of about ten manufacturers to organize the Home Market Club of Boston, and one of its first officers, the first meeting having been held in Worcester at the office of the Worcester Corset Co., by George Draper of Hopedale, Timothy Merrick of Holyoke and Theodore C. Bates.

Mr. Bates was a member of the New England Historic and Genealogical Society and of the Massachusetts Society of Colonial Wars. He was also a member of the Massachusetts Society of the War of 1812, the Bunker Hill Monument Association and of the New York Society of the Founders and Patriots of America. He was prominent in the Massachusetts Society of the Sons of the American Revolution.

As a Mason Mr. Bates served as corresponding secretary of the Grand Lodge of Massachusetts for some years and was prominent in other ways in the Grand Lodge. He had taken

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Trade Marks

Why Trade Marks Came Into Existence, The History of Trade Mark Legislation in This Country and a Clear Exposition of the Character of Words and Devices Which May be Registered as Trade Marks Under Our Present Laws.

By Hartley W. Bartlett

IT is natural that active competition in the commercial world should produce a class of commercial pirates who prefer to live on the established reputation of others rather than to build up a reputation of their own. Imitation may be a most sincere form of flattery, but imitations are distinctly injurious both to the imitated manufacturer and to the purchaser.

Before taking up the subject of the trade mark in detail a word in explanation of the difference between a trade mark and a label does not seem out of place. These are frequently confused, but their nature and function is distinctly different. The trade mark essentially identifies the goods as those of a particular manufacturer or dealer, though it may also suggest the kind or quality of article, whereas the label merely identifies the article, though it may also have the name of the manufacturer or dealer upon it. Property rights can not be acquired in a trade mark which merely designates quality or contents of the goods, whereas this descriptive quality is necessary in a label.

A trade mark may be either a name, sign or symbol. Its function is to secure to the manufacturer who has been instrumental in bringing into the market a superior article of merchandise the fruits of his industry and skill, and to protect the community from imposition.

Trade marks have been protected by law in England as far back as the reign of Queen Elizabeth (1590), but the earliest reported case in the United States was decided by the Supreme Court of Massachusetts in 1837. The first law relating to trade marks passed by Congress was the act of July 8, 1870, and was entitled, "An act to revise, consolidate and amend the statutes relating to patents and copyrights." An act providing for punishment by fine or imprisonment for fraudulent use of trade marks registered under the provision of the act of 1870 was passed by Congress in 1876. Both of these acts were later held to be unconstitutional as their scope was not limited to marks used in such commerce as Congress had the power to regulate. In 1881 an act was passed which limited the provisions thereof to trade marks used in commerce with foreign nations or with the Indian tribes, and provided for the registration of such marks as came within this act by the Commissioner of Patents. This law remained in force until the present act, which was passed in 1905 and which broadened the scope of the act of 1881 to cover trade marks used in interstate commerce. Under the act of 1881 a mark which was used in state or interstate commerce only was not invested with the characteristics required to qualify it as a trade mark. As a very large percentage of our commerce was either state or interstate, and in order to constitute infringement of a trade mark registered under this act of 1881 it was necessary that the goods wrongfully bearing the mark be intended for transportation to a foreign country or for commerce with the Indian tribes and it was soon recognized that the act and any registration granted under the same was valueless. The act of 1905 provided that all marks registered under the act of 1881 must be reregistered under the new act, in order to obtain the benefits thereof.

The benefits derived from registration of a trade mark under the act of 1905 are as follows: (1st) Prima facie evidence of ownership of the trade mark by the registrant; (2d), in an action at law the owner may receive treble the actual damage incurred by him on account of the infringement; (3d), in an action at equity an injunction may be granted preventing further infringement, the infringer may be ordered to account for all his profits made by such infringement and pay same to the owner of the mark, and the owner may receive in addition thereto an amount equal to three times the actual damage he has sustained by such infringement; (4th), the destruction of the infringing plant; (5th), the punishment by any United States court of an infringer who is guilty of contempt of the writ of any other United States court.

The reader will naturally ask what kind of a trade mark can be registered under the act of 1905. There is no definite test which can be applied to a mark, except that it must have been adopted, or come by use, to indicate primarily the origin or ownership of the article to which it is applied, that it is distinctive in its character and that it has not been used by others for the same class of goods prior to such adoption. The statute provides that no mark shall be registered which consists of immoral or scandalous matter, the flag or coat-of-arms or other insignia of the United States or of any State or municipality, or of any foreign nation, merely the name of an individual, firm, etc., not written in some particular or distinctive manner or in association with a portrait of the individual, merely words or devices which are descriptive of the goods or of the character or quality of such goods or merely a geographical name or term. The act exempts from the above provisions trade marks which have been in actual and exclusive use in interstate or foreign commerce by the applicant or his predecessors for ten years next preceeding the passage of the act.

It is not necessary that a very complex name, mark or design be adopted as a trade mark, as a peculiarly colored strand in a rope has been held to be a registerable trade mark, or even a thread of a special color along the margin of cloth. Any distinctive means of identification is sufficient. Common forms of trade mark are mere numbers or letters, but these must primarily indicate origin though they may acquire a secondary signification indicating grade or quality. Coined words may be registered, for example, "Sapolio," "Cuticura," "Uneeda" or "Sozodont," or such a fanciful name as "Sorosis." Examples of marks which have been refused registration and the reasons for such refusals are as follows: "One Night Cough Cure" (descriptive), "Lackawanna" (geographical). Occasionally a trade mark might not be registerable for one class of goods on the ground of being descriptive of quality or contents, whereas it might be registerable for another class where it was not descriptive, provided that in the latter case it is not deceptive.

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Under an act of Congress passed in 1906 merchandise was divided into fifty classes, and adoption of a trade mark and registration of the same for one class of goods does not protect the mark against use by others on other classes of goods, nor would it bar another party from adopting the same mark for use on goods of any other class. If the mark is to be used on goods of more than one class it is necessary that the same be separately registered for each class. There is no provision for general registration in the United States.

Under the act of 1881 the fee charged by the Patent Office for registration of a trade mark was twenty-five dollars, but this was reduced by the act of 1905 to ten dollars. The term of registration is twenty years, but it is renewable for further like periods.

When the products of a concern are used in commerce within a particular state only, registration under the United States act can not be obtained, but almost all states have laws providing for local registration and the fees charged therefor are small. The United States courts have no jurisdiction over infringement of such local trade marks, and actions either at law or in equity must be brought in the State courts. Many marks are registerable under State acts which would not be registerable in the Patent Office.

Piracy in trade is not limited to the United States, and concerns exporting their products should register their trade marks in the countries to which their goods are shipped. The value of such registration is becoming very generally recognized. Instances of fraudulent registration and flagrant piracy have been frequently reported in the *Daily Consular and Trade Reports*, issued by the Bureau of Manufacturers, Washington, D.C. For concerns located in the United States it is necessary that United States registration be obtained before applying for foreign registration. The trade mark laws of foreign countries differ somewhat from our own, but a mark which has been found registerable here can generally be registered in such countries, unless the same or one sufficiently similar to be confusing to the public has been previously adopted and registered in that country. Many of the more important countries of Europe charge very little if any fee for the registration of trade marks. Under the International Convention in the countries which are members of the International Union, which practically includes all the important countries of the world, trade mark registration must be applied for within four months from the date of the application for registration in the United States, in order to have prior rights over any other party seeking registration in those countries after the United States registration but before the application for foreign registration. In many foreign countries the first applicant is held entitled to registration so that a mark is apt to be appropriated by others.

Under the laws of the United States a trade mark is assignable only in connection with the good will of the business in which the mark is used. Such assignments must be in writing and duly acknowledged. Provision is made for recording assignments in the Patent Office, but the mark must have been previously registered or an application for such registration filed.

The registrant of a trade mark must give notice to the public of such registration by marking the same "Registered in U. S. Patent Office" or "Reg. U. S. Pat. Off.," otherwise, in a suit for infringement no damages can be recovered, except on proof that the infringing party was actually notified of the infringement and continued the same after such notice.

Theodore C. Bates

(Continued from Page 98)

the thirty-second degree and was a life member of the Massachusetts Consistory and of the Scottish rite, as well as a life member and a past master of Quinsigamond Lodge, A. F. and A. M., of Worcester and a member of Worcester County Commandery, K. T., and of Morning Star Lodge.

He was corresponding secretary of the Grand Lodge of Massachusetts for several years, and for many years he had been elected by the Grand Lodge as one of the trustees of the Masonic education and charity trust funds, now amounting to upward of $500,000.

Early in his residence in Worcester Mr. Bates became prominent in the ranks of his party, the Republican. Previously he had been elected to the General Court from North Brookfield in 1879, and in the House was chairman of the Committee on Claims and a member of the famous Retrenchment Committee under Governor Thomas Talbot.

In 1883 he was elected to the Massachusetts Senate and served in that body as chairman of the Joint Committee on Railroads, a member of the Committee on Prisons and of the State House Committee. It was the desire of his party to renominate him both to the House and to the Senate, but he declined, although the sentiment was unanimous in both instances. His legislative career was notable in that he never missed a vote in either branch of the Legislature. Also while serving the State he gave his salary, both as representative and senator, to the free public library and reading room of his native town.

Mr. Bates was chairman of the Republican Town Committee in North Brookfield from 1870 to 1880. He was chairman from time to time of the Republican County Committee.

He was chairman of the Executive Committee of the Republican State Committee five or six years. In 1884 he was elected a delegate to the Republican National Convention in Chicago.

The Legislature elected him in 1880 a State director of the Boston & Albany Railroad, which office he retained until the commonwealth disposed of its stock in the railroad corporation. For five years he was a member of the State Board of Health.

He was always deeply interested in the welfare of North Brookfield, his native town, and showed his public spirited attitude when he founded the free public library and reading room in North Brookfield, to which he gave liberally for its maintenance, and was for eighteen years the chairman of its board of trustees.

He was married in 1868 to Emma Frances Duncan of North Brookfield, who, with a daughter, Mrs. Tryphosa Bates Batcheller, author of "Glimpses of Italian Court Life," and other works; and a sister, Mrs. Joseph Barnard, Saginaw, Mich., survive him.

Mr. Bates was distinctly and persistently a constructor and creator. He was a man of force, gifted with business acumen and foresight, of kindly disposition but strong opinions, tenacious of his principles, a fighter for the right as he saw the right. His personality won for him many friends; his public spirit was often shown, and his unselfish help enabled many struggling students to complete their courses in college and university. He will be long remembered in Worcester and North Brookfield, his early home, where, upon his large farm, he spent a large portion of his last years.

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Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., March 20, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	195	200
Worcester National Bank	240	(old stock)
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	222	last sale
Boston & Maine common	99	last sale
Boston & Worcester Elec. common		13
Boston & Worcester Elec. pfd	54	56
Fitchburg preferred	128	last sale
New England Inv. & Sec. pfd	96	97
New York, New Haven & Hartford	138½	last sale
Norwich & Worcester pfd	212	214
Providence & Worcester	280	285
Worcester, Nashua & Rochester	150	
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	130	140
Graton & Knight Mfg. pfd	115	118
Norcross Bros. pfd		103½
Royal Worcester Corset Co	190	
United States Envelope common	85	90
United States Envelope pfd	115	116
Worcester Gas Light	295	300
Worcester Electric Light	290	300
Wright Wire Company common	102	
Wright Wire Company pfd	108	112

BONDS.

Amer. Writing Paper 1st 5s	88½	last sale
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½%	basis
Crompton & Knowles deb. 6s	5%	basis
Marlboro & Westboro St. Ry. 1st 5s	90	95
Norcross Brothers 1st 6s	105	
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1st 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Building Operations in February

City	Cost Feb., 1912	Cost Feb., 1911	Per Cent. Gain	Per Cent. Loss
Atlanta	$402,337	$392,249	25	
Baltimore	532,070	1,252,779		57
Birmingham	214,674	252,171		14
Buffalo	1,228,000	245,000	401	
Cedar Rapids	115,000	141,100		18
Chicago	3,777,100	4,266,400		11
Cincinnati	390,324	702,795		44
Columbus	210,251	211,712		1
Dallas	323,320	295,006	9	
Denver	446,500	397,925	12	
Detroit	4,392,880	2,308,900	90	
Duluth	114,330	72,425	57	
Grand Rapids	157,555	126,083	24	
Hartford	186,085	245,140		24
Indianapolis	82,040	412,775		80
Kansas City	990,110	653,610	51	
Los Angeles	2,152,963	1,009,277	113	
Manchester	59,780	30,500	96	
Milwaukee	430,580	473,917		9
Minneapolis	330,855	1,597,150		79
Nashville	71,032	46,739	51	
New Haven	153,240	132,320	15	
New Orleans	149,045	169,476		12
New York	10,825,113	9,084,466	19	
Oklahoma City	45,550	297,450		84
Omaha	219,195	197,200	11	
Paterson	71,512	86,160		17
Philadelphia	2,029,385	1,912,635	6	
Pittsburg	362,147	786,455		53
Portland	1,128,176	1,064,425	6	
Rochester	644,676	232,925	176	
St. Paul	269,994	1,111,176		75
St. Louis	1,002,164	1,147,584		12
San Francisco	1,764,252	1,455,824	21	
Scranton	144,790	61,666	135	
Seattle	473,940	491,245		3
Spokane	216,652	579,725		62
Toledo	236,917	145,125		63
Washington	1,131,376	1,179,838		4
Wilkes-Barre	113,305	84,762	33	
Worcester	115,075	101,605	13	
Total	$37,704,290	$35,455,715	6	

Grand Trunk Railway

The editorial below appeared in a recent issue of "La Presse" of Montreal, Can.:

"The petition of the Grand Trunk Railway asking for the right to enter the city of Boston with a direct trunk line, and the city of Worcester via its line to Providence, has created the most favorable impression of any similar petition ever presented to the Massachusetts Legislature. For a long time there had been rumors that this would be done and as far back as a year ago 'La Presse,' in its columns, predicted such action. It is no ordinary occurrence for the entire press of a district affected to enthusiastically support the request of a public service corporation for a right of way, as has been done in this case.

"The general public has displayed the same enthusiasm for the project as has been displayed by the press, and it is confidently expected that the Legislature will grant a charter to the Grand Trunk Railway along the lines requested by that corporation. However, it would be unusual if the measure were not opposed by the other railroads doing business in the State and generally throughout New England, and the Massachusetts legislative body is sure to have great pressure brought to bear upon it in favor of those who desire that no charter be granted to the Grand Trunk, or that such a charter be granted them as will contain restrictions, making it impossible of acceptance on the part of the company seeking the charter. Of course there is no doubt that the people want this road built, and they will earnestly advocate its construction at the earliest possible moment. Yet it must not be expected that the great railways now operating in this territory are to allow this road to enter the field in which they get their business if they can prevent it. All the New England railroads are now under control of the same management, and this group of railroads is looked upon as a very powerful factor in the moulding of legislation. In consequence there is every indication that the Grand Trunk petition is sure to meet with bitter opposition from the present moment until the queston has been definitely settled.

"It is advisable to recall the fact that rates charged by railroads for freight and passenger transportation are a direct tax on the people, as the cost of transportation is added to all merchandise purchased by the dealer

(Continued on Page 105)

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Editorial Reflections

"Awake, Thou That Sleepest"

The industrial unrest that has characterized the last twelve months, both in this country and abroad, shows no signs either of abatement or diminution. On the contrary as the months come and go the movement seems to gather together additional virility, scope and ferocity. As this magazine goes to press the theatre of action changes from the coal fields of England to the coal fields of America, and the manufacturers of the East, sweating in their counting rooms over the problems born of a steadily slackening trade, face the additional handicap of a vanishing fuel supply—a cheerful prospect.

Many crocodile tears are shed in this country on the hustings, in the press and elsewhere over the woes of the farmer. Every possible provision that science can suggest or money can provide for his welfare is eagerly embraced. A fond government provides doctors for his hogs and prizes for his children, but as for the manufacturer there is none so poor as to do him reverence.

On the contrary he is fair game for everybody from Congress to the I. W. W.

If he is manufacturing a cheap product and has to pay low wages to get by he is conducting a parasitic industry which ought to be suppressed. If he manufactures a good article and pays good wages and earns a dividend he is robbing his help because he does not turn over the dividend to them as well—the modern theory of the sociologist being that capital shall take all the risks and receive none of the returns.

If he combines with others in the same line to reduce the overhead charges and gives the public the benefit of the combination, as the Standard Oil Company did in the case of kerosene, he is guilty of a combination in restraint of trade, and it must be dissolved in order that the public may have the privilege of paying more for the article under competition than it did for it under combination.

He can not make a contract less it land him in jail, and unless he does make contracts he can not run his works.

The Interstate Commerce Commission cuts the country up into five zones, and the next step is to put all freight rates on a mileage basis, thereby eliminating the activities of the manufacturer as far as possible to the zone in which he is located. At the same time in order to make things more interesting Congress proposes to take down the tariff wall permitting foreign importations, manufactured at 50 per cent. the labor cost of similar goods in America, to come in duty free, and by reason of their cheapness penetrate all zones.

In practically every State in the Union now, except New York, all a manufacturer's common law defences in case of an accident in his works have been swept away and he is at the mercy of a new law known as the Workingmen's Compensation Act, under which he has no rights, except the right to settle if he can and go broke if he can not.

To this has been added in three States, Massachusetts, Wisconsin and Minnesota, the latest piece of speculative philosophy in the manufacturing world known as the Minimum Wage bill. This proposition carries the era of collective bargaining one step farther than it has ever been shouldered before. Under its provisions an employer is no longer going to be able to fix the wages of those he employs. This is to be done hereafter by wage boards appointed by the State. All the employer has to do now is to find the money to carry on the industry, pay whatever he is ordered to pay and take all the risks. Should he fail under these circumstances the backers of this bill propose that the State shall take over the industry in question and manage it collectively.

What this means in Worcester is that we shall have laundries, for instance, run by the State in active competition with laundries run by both white men and yellow men—the State in active competition with its own citizens and others, until the citizens and others are made bankrupt and socialism reigns supreme.

Is the picture too black? At one of the last hearings before the Minimum Wage Commission one of the advocates of the bill declared, "Too long in this State has labor had half a loaf. Capital can now take half a loaf and see how it likes it," and the statement was applauded to the echo. "Furthermore," he added, "if capital can not pay its bills after these minimum wage boards are established it can go broke. The State can take over all such enterprises, paying as high wages to the employees as it sees fit."

The general government, in a burst of foolish generosity, has for several years appropriated as much as $140,000 a year—about one-half what it spends in stamping out hog cholera—to the maintenance of a Bureau of Manufacturers in the Department of Commerce and Labor. The manufacturer, being by way of a nuisance and practically without friends in this country at the present time, is to have this toy taken away from him and a hot air balloon tied with pink ribbons labeled "The Bureau of Trade Relations" handed him in its stead. The manufacturers will not know the difference, and the hogs need the $140,000.

It is of course barely possible that the manufacturers and business men of this country will some day awake from their Rip Van Winkle sleep and demand of the government the same rights and privileges accorded to every other interest in America.

It is high time they did, for as you read these words in a hundred cities the red rag of revolution ripples its rebellious ribbons in the very faces of the militia and the police, while capital, sunk in the lethargy of despair, betrayed by every interest and damned by every demagogue, sleeps on and on and on.

The Lesson of a Banquet

The Worcester Board of Trade gives this month the costliest and most elaborate dinner in its history. At an expense of $3000, with 1000 covers laid, after weeks of preparation, the business men of Worcester are brought together for a few hours for one night in the year. Why?

The answer to this question is illuminating and interesting. Briefly and pointedly: It is to arouse their com-

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munity spirit. It is said that men are held together in political parties by the cohesive power of spoils. It was once believed that men could be made to act unitedly along denominational lines by the fear of God, but never until now has there been a genuine effort to make men stand together shoulder to shoulder for such an impersonal thing as a city.

Probably we ought to modify this last statement a trifle, because loyalty to their birthplace was the religion of the Greeks, but what the Athenian only faintly comprehended of civil and religious liberty we know in all its fullness.

Speaking before the National Metal Trades Association at its recent dinner in this city the commissioner of that great body declared that, out of his vast experience, he knew of but one other city in America so free from labor troubles as Worcester.

Addressing the Worcester Publicity Association during the closing week of the month Professor Allyn of Westfield, the pure food expert, declared that Worcester, in the purity of its products, ranked among the first cities in this country. And so it goes.

All these constantly recurring evidences of our sanity, our attractiveness as a place of residence, our prosperity, have come to be accepted as a commonplace by us. Without bombast, without offensiveness, without insolence, we need to recall the attention frequently of our own people to the kind of a town they are living in, and to point out to them in a perfectly courteous manner the unwisdom of berating it.

Make no mistake. Worcester is not Paradise. Perhaps it never will be. But one way and the best way to approach that goal is for every man in Worcester to join the Board of Trade, attend the annual dinner, get into the spirit and the swing of things with a thousand other men all animated with the same ideals and cherishing the same hope, and carry away from the gathering a fixed resolve to make this town a better town in the next year than it has ever been in the past, because we ourselves are going to live a little better life, do a little better work, and crow a little louder for Worcester than we have ever done before.

Has the dinner of April 19 any message then to me as a member of this Board? It has, and the message is this: This dinner is a spectacular illustration of brotherly love. It shows that for one day in the year at least you are no longer a savage and you can sit down and break bread for the glory of your town with your bitterest competitor. Why not carry away with you a still greater lesson from the meal—the lesson that in union there is strength, and that other profoundly scientific discovery that the more you give to this Board, to this city, the more you gain; the more you give yourself to the thankless jobs that need doing in this, as in every other community, the wider will be your horizon and the more extensive will be the geography of your mind.

Again, and lastly, this dinner will serve a still more useful purpose if it incites you to deal generously with your competitor hereafter instead of harshly. The steps leading up to the great white throne are slippery with the tears of failure, and fronting every riser are banked a thousand sinners to every saint. You won't be here long yourself. Why not seek while you do stay, by every means in your power—above any contemptible hope of favors yet to come or the still more sordid shadow of benefits returned—to sweep into smoother waters the troubled craft you see all about you? This is going to be a hard year for many a life and many a business in Worcester, but if we stand together shoulder to shoulder, with charity for all and malice toward none, we can weather the storm. May this dinner then give every man present a new baptism of the Worcester spirit to the end that life may be somewhat sweeter, manhood nobler, business more honorable, here than elsewhere, and that we, recognizing that fact, may resolve to so live as to be worthy of a city that is a beacon to her sisters, an inspiration to the stranger, a credit to the Republic, but a mother to us.

Railroad Legislation Halts

The situation in the Legislature at the present time is not one calculated to afford unmixed delight to those forward souls who have looked forward to seeing a new declaration of railroad independence spout volcano-like out of Beacon Hill this spring. On the contrary the feeling seems to be gaining ground slowly, but surely, that very little, if any, brand new legislation along railroad lines will emerge from the general court this year.

This is the more unfortunate because there are no less than three railroad matters of major importance before the Solons at Boston that ought to be settled, one way or the other, before they adjourn.

One of them is the Washburn bill, conferring upon the Railroad Commission additional powers, including the power to fix rates and fares; the second is the Worcester & Berkshire Street Railway bill, permitting under certain circumstances substantial extensions to the street railway systems in this city and Springfield; and the third is the Grand Trunk bill.

Of these bills the Worcester & Berkshire is perhaps in the best shape at the present time. It has been so modified and improved over its original draft that it has attracted to it now a considerable support from the country towns as well as from the cities directly interested.

As to the Grand Trunk bill its principal difficulty seems to be to emerge from committee without a surgical operation which shall remove its heart and at least two of its limbs. It can not be denied that the bill, as drawn, is wide open to attack, a fact which the Railroad Committee has taken advantage of to the utmost. As for the supporters of the bill, in their eagerness to strike back at the interests they supposed were opposing them they have lost sight of the main reason for justifying the construction of this road, viz., that New England needs this road, not because it will diminish the business of the New York, New Haven & Hartford, *but because it will increase it.*

So far as we know not one person in New England is supporting the entrance of the Grand Trunk road into this territory in order to injure any of the railroads we now have. If it could be demonstrated—which it can not be—that the Grand Trunk's entry into Worcester, for example, was calculated to result in a loss of revenue to the three roads now located here the local delegation would be perfectly justified in taking that fact into consideration when they cast their votes on the bill.

Under these circumstances it is clearly up to the Grand Trunk Railroad to prove to the committee and to the Legislature that its entrance to both Boston and Worcester will not be an injury but a blessing to the railroads now existing and doing business in the commonwealth. It may be that it would be a blessing in disguise, but if it would be a blessing at all—either disguised or undisguised—the fact is demonstrable, and the demonstration ought to be forthcoming.

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, ALBERT L. STRATTON.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

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CHARLES PERKINS ADAMS, DANIEL E. DENNY, CHARLES E. HILDRETH,
GUSTAF A. BERG, FRANKLIN B. DURFEE, ALBERT H. INMAN,
ERNEST P. BENNETT, HERBERT H. FAIRBANKS, CLINTON S. MARSHALL,
EARLE BROWN, FRANK S. FAY, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARCUS L. FOSTER, CHARLES T. TATMAN,
ARTHUR C. COMINS, S. FOSTER H. GOODWIN,
EDWARD M. WOODWARD. WILLIAM WOODWARD.

Executive Committee.

LOUIS H. BUCKLEY, ALBERT H. INMAN,
DANIEL E. DENNY, CHARLES T. TATMAN,
EDWARD M. WOODWARD, *ex-officio.*

Membership Committee.

MICHAEL W. DONAHUE, *Chairman.*
JULIAN F. BIGELOW, BURT W. GREENWOOD,
J. HARVEY CURTIS, JAMES F. HEALY.

Committee Chairmen.

Advisory: RUFUS B. FOWLER.
Agriculture: J. LEWIS ELLSWORTH.
Banking: WILLIAM WOODWARD.
Banquet: ARTHUR C. COMINS.
Building Laws: GUSTAF A. BERG.
Education: HERBERT H. FAIRBANKS.
Foreign Trade: ERNEST P. BENNETT.
Housing: ALBERT H. INMAN.
Insurance and Fire Protection: ARTHUR C. COMINS.
Legislation: DANIEL E. DENNY.
Manufactures: CLINTON S. MARSHALL.
Meetings and Receptions: HENRY A. MACGOWAN.
Mercantile Affairs: CHARLES PERKINS ADAMS.
Municipal Affairs: EARLE BROWN.
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Statistics and Information: MARCUS L. FOSTER.
Taxation: CHARLES E. HILDRETH.
Transportation and Railroads: LOUIS H. BUCKLEY.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLARD E. FREELAND.
Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

March Directors' Meeting

"Buy In Worcester" Campaign Launched By Board of Trade to Spend $3600 Booming Heart of Commonwealth—Other Matters.

The regular meeting of the directors of the Worcester Board of Trade for the month of March was held Thursday evening, March 14, at 8 o'clock, President Edward M. Woodward in the chair and the following directors, constituting a quorum, present: Herbert H. Fairbanks, Louis H. Buckley, Franklin B. Durfee, Daniel E. Denny, S. F. H. Goodwin, Earle Brown, Ernest P. Bennett, Charles T. Tatman.

The records of the last meeting were read and approved.

The Committee on Municipal affairs, through its chairman, Earle Brown, presented a report of progress on its investigation of the subject of street congestion. The report showed that the Committee had sent for John Nolen of Cambridge to appear before it in the capacity of an expert in order that it might get all the light possible on the subject it is studying and that the Committee, after listening to him, had recommended that he send the chairman a definite proposal of what he could do to forward this matter, together with the cost for the same, his proposition to be considered at an adjourned meeting, at which a plan might be framed for the purpose of securing an appropriation from the city government with which to hire an expert to work out the details of all the proposed changes.

The report was approved.

The Housing Committee, through its chairman, Albert H. Inman, reported that at a meeting held Feb. 28 a committee, consisting of Albert H. Inman, Edwin H. Marble, Lucius W. Briggs, Louis N. Wilson and Charles H. Ellsworth had been appointed to take the necessary steps for the formation of a building association. The report was accepted and adopted.

A report was submitted by the special "Buy in Worcester" Committee, made up of representatives of the Board of Trade, the Worcester Publicity Association and the Worcester Merchants Association, recommending that a fund amounting to $3600 be raised by popular subscription for the purpose of carrying on a six months' campaign calculated to increase the sales of goods in Worcester stores through a larger measure of local support than heretofore, and an increased effort to attract suburban trade. It was recommended that the Board of Trade appropriate $50 toward a joint fund of $150 to carry on this work, and that the Board designate one member who shall be its representative on the committee of three having the matter in charge.

The report, on motion of Mr. Buckley, was accepted, its recommendations adopted and the president empowered to appoint the member of the committee to which the Board is entitled.

The Committee on Public Health, through its chairman, S. F. H. Goodwin, brought in a report on the question of excess moisture in butter, referred to it at the February meeting of the Board. The Committee recommended that the amendment to the federal law recommended by the Commissioner of Internal Revenue be endorsed by this Board, to wit: That when a dealer innocently sells "adulterated" butter, that is, butter containing more than 16 per cent. moisture, the internal revenue officials can hold the manufacturer responsible. The report was accepted and recommendation adopted.

A report was submitted by the Committee on Banking, through its chairman, William Woodward, recommending the passage of the following resolution:

Resolved, That the Worcester Board of Trade heartily joins with the other similar organizations throughout the country in approval of the aims and purposes of the National Citizens' League of Chicago in its endeavor to create a national sentiment in favor of such monetary reforms as will be American in their spirit and application, fair to all sections and classes, free from control by special interest, which will make available for the support of general credit in times of financial stress commercial paper held by the banks of the country, provide an elastic currency and assist in maintaining sound commercial and financial relations with other countries.

We further agree to assist in every practical way in the promotion of these principles in this immediate vicinity and elsewhere, as opportunity is afforded.

On motion of Mr. Buckley the report was accepted and its recommendations adopted.

A communication was received from Walter M. Denman of Springfield, accompanied by a picture and blue prints for the construction of a new concrete arch bridge at Lake Quinsigamond, together with the estimated cost of the same, $90,000. The matter was referred to the Committee on Legislation and Lake Quinsigamond sitting jointly for investigation and report.

A communication was received from His Honor the Mayor asking the support of this organization in the

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effort being made to remove the Summer Street insane asylum from its present location in the heart of the city to a less public spot. He requested, if the matter met with the approval of the directors, that a representative of this Board be empowered to appear before the Committee on Public Charitable Institutions at its hearing at City Hall, March 15, and recommend the change.

The Board, on motion of Mr. Denny, voted to endorse the removal of the asylum and empowered the president to represent it at said hearing.

The matter of retaining membership in the New England Business Federation brought over from the last meeting, was taken up and on motion of Mr. Tatman it was voted to retire from membership in said body.

A communication in the form of a report from Albert C. Lorion, representing this Board on the Executive Traffic Committee of the Eastern Commercial organizations, was received, requesting the endorsement of a bill introduced into Congress in amendment of the Interstate Commerce act providing for the appointment of deputy commissioners in various large commercial centres. Matter referred to Committee on Transportation for investigation and report.

Communication received from Prof. Irving Fisher of Yale University asking for the endorsement of a bill introduced into the United States Senate by Senator Crawford, known as Senate 4249, calling for an appropriation not to exceed $100,000 to be utilized in paying the salaries and other expenses of three commissioners who shall be appointed by the President and who shall, with similar representatives from other nations, make an international investigation and report into the cost of living. Tabled.

Petition from the Philadelphia Board, with accompanying memorial to Congress, praying for enactment of civil service pension fund. Tabled.

Invitation from American Academy Political Science to send delegates to a convention at Philadelphia to discuss economic problems received and president empowered to appoint same.

House Bill, 18,327, providing for the printing of a National Directory of Commercial Organizations, introduced into Congress by Representative Charles E. Pickett of Iowa, at the instance of Clarence A. Cotton of Dubuque, ex-president of the American Association of Commercial Executives, was endorsed.

Invitation from Southern Commercial Congress to send delegates to the fourth annual convention of said organization at Nashville, Tenn., April 8 to 10, was received, and the matter left with the president with power.

Petition from the Red Cross Society soliciting funds for Chinese famine relief. Tabled.

Communication received from James A. McKibben, secretary of the Boston Chamber of Commerce, calling attention to the conference in Washington, April 22, to form a national commercial organization under government auspices, and soliciting the support of the Worcester Board of Trade to the enterprise.

Voted to unite in the petition to the President to call such a conference and to appoint five delegates to attend same, at least two of whom shall be the president and secretary.

The resignation of Charles E. Hildreth as a director was read and accepted, and the matter of filling the vacancy was referred to the Committee on Nominations, with instructions to act upon the same when making up its list of officers for submission to the annual meeting of the corporation.

The resignation of Willard E. Freeland as assistant secretary was read and accepted, and on motion of Mr. Buckley it was voted that the secretary be instructed to convey to him the appreciation of this organization for his services and its best wishes for his future prosperity.

In accordance with Article I, Section 2, of the By-laws the following parties, all of whom were more than one year in arrears for their dues, and all of whom had been properly notified, were dropped from membership for nonpayment of dues: Charles J. Adams, John E. Mayhew, Harold Grant, D. B. Isenberg, C. T. Kronoff, Stephen F. Littleton, Fred Midgley, George A. Sargent, Martin Trulson, George E. Marble, Roy F. Sylvester, Victor E. Rocheleau, Alfred N. Magoon, Thomas E. Godfrey, Michael J. Comerford, H. Eugene Watkins.

Adjourned.

Grand Trunk Railway

(Continued from Page 101)

and of course this charge is paid alternately by the consumer. Therefore any railroad which enters a territory and creates competition is sure to have the tendency to reduce rates of transportation or at least to prevent their increase. This means protection against added taxation where there is a monopoly of the facilities of transportation and is a sure means of directly benefiting the consumer. The people in presenting their side of the case will argue that the entrance of a new transportation company into the State must bring about a healthy competition that is sure to be helpful not only from point of view of lower rates, but equally so from the point of view of added facilities from every source. The railroads will argue that there is not more than enough business available to support the present railroads, and that a new road would so decrease earnings that the value of shares of the roads now operating in the State would sink rapidly. They will also say that as the shares are in the main owned by the people of New England that it would be sacrificing the interests of local capital to allow a foreign corporation to enter this territory. They will also argue that the showing made by the present roads has been such in recent years as to indicate that if their earnings are at all reduced that it will be impossible to provide sufficiently for the upkeep and improvement of the lines, that because of this inability to provide sufficient earnings the roads will be unable to give satisfactory or adequate service.

"This, in brief, outlines the main contentions of the two sides, and the matter is to be fought out in the Legislature within a few weeks. At no time has there been such close interest displayed in a project calling for a charter of this kind, and the various commercial bodies of the State are earnestly advocating that the Grand Trunk be allowed to build its lines in the State of Massachusetts at the earliest possible moment. There is no doubt that the whole State will soon be aroused by the arguments of both sides and it is for this reason that we now speak of the broad minds on which the battle is sure to wage. Every resident of the State is directly interested, and after all it is the average voter who can influence his representative in taking action for the one side or the other in this as in other matters. Public opinion, when aroused, is sure to control the mind of all representatives in the Legislature and if the public expresses its will and is a sufficiently loud voice it is sure to win."

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Current Events

General

March 1. Amherst alumni have annual banquet and reunion.

2. Lincoln house property transferred to Frederick W. Mark for $138,750, settling five suits.

5. Stock and fixtures of Collins & Southworth, retail shoes and furnishings, 501 Main Street, sold to Kerwin & Shannon.

J. T. McDonald, for directors of the port of Boston, begins investigation of foreign trade facilities of Worcester manufacturers.

Joint committees of Worcester commercial organizations prepare plans for six months' publicity campaign.

6. Patrolman J. J. Moynihan elected president of Police Relief Association, succeeding Capt. George H. Hill.

7. George H. Ward post, G. A. R., vote to buy Dr. George J. Bull dwelling, 55 Pearl Street, and enlarge same for new post headquarters at a cost of from $40,000 to $50,000.

8. Fiftieth anniversary of battle of Monitor and Merrimac, a tribute to John Ericsson, observed by 2000 people in Mechanics Hall.

9. Emmet Guards, G Co., Ninth regiment, ordered to Lawrence for strike duty.

12. Announcement made of absorbing of J. L. Dubuc Co. by Librairie Beauchemin, Ltd., of Montreal, Can.

Dr. Daniel Webster Abercrombie begins thirty-first year as head of Worcester Academy.

13. Annual dinner of Merchants Association at Bay State House, with Detective William J. Burns as principal speaker.

14. Leo H. Healy of Holy Cross College wins interscholastic, intercollegiate declaimer championship of the world from Karl Guggenheimer of Germany.

Report of the port of Worcester for Worcester shows duties amounting to $14,623.08.

20. New wholesale grocery of C. A. King Co., Hygeia Street, dedicated.

21. Domestic science and pure food exposition opened in Mechanics Hall by Mayor O'Connell.

24. Francis H. Dewey plans $50,000 residence at Fruit and Cedar Streets.

26. Natives of Maine have annual reunion.

27. Masonic Relief Association petitions for dissolution.

28. Alumni of Worcester Academy form committee to assist in raising $100,000 endowment fund.

29. Ernest Russell elected assistant treasurer of Worcester County Institution of Savings, succeeding Luther M. Lovell, resigned.

31. New organ of Piedmont Church played for first time.

City Affairs

March 1. Clarence R. Goddard appointed assistant to street commissioner.

2. S. Elizabeth Schouler resigns as matron of Home Farm, to take effect April 1.

Committee on Health and Sanitation of School Committee recommends installing of sanitary fountains in all schools.

4. Mayor David F. O'Connell names this license commission, confirmed by city council: William I. McLoughlin, chairman; Moses D. Gilman and Carville S. Trahan.

Aldermen vote against order to remove Kinnicutt spur tracks from Summer Street.

Dr. George A. Power confirmed as city physician.

6. Finance and Police Committee recommends police raise in pay and pension orders.

12. City treasurer secures best price on short term loan of $150,000 since 1899.

14. Committee on Streets recommends that city engineer approve all locations of streets before they are laid out.

15. Board of Trade and others strongly urge removal of Summer Street Asylum at public hearing in City Hall before legislators.

18. Police pension order, giving half pay to retired patrolmen, adopted by city council.

22. Committee on Streets recommends erection of steam roller house, to cost $9000, and purchase of land at Greenwood Park, to cost $5000.

27. Fire Committee recommends loan of $25,000 for auto fire apparatus.

30. Property owners seek to have Murray Avenue block paved its entire length.

Industrial

March 1. Arthur K. Hutchins resigns as clerk of Crompton & Knowles Loom Works.

Handy Dandy Co. begins manufacture of tooth brushes at 16 Foster Street.

2. Wright Wire Co. places part of additional stock issue of $150,000 with underwriter.

7. Henry Brannon buys Gilbert factory building at Union and Foster Streets, to be later occupied by Henry Brannon & Son, manufacturers of builders' finish.

8. J. M. & C. J. Buckley Co. awarded $60,000 contract to build transformer station in Boston for Edison Electric Light & Illuminating Co.

9. Boston & Maine Railroad arranges for modern signal bridge at Barber's Crossing.

10. American Card Clothing Co. acquires additional factory space at 93 Grafton Street.

13. Worcester Ornamental Iron Works moves into old Crompton & Knowles Loom Works at 136 Green Street.

New England Corset Co. removes from 51 Hermon Street to main plant of old Crompton & Knowles Loom Works on Green Street, and plans to add another story to building.

14. Henry C. Oberist succeeds Henry H. Dyke as manager of Stone & Foster Lumber Co.

16. Morgan Company gets contracts for rolling mills, involving nearly $1,000,000, and work for nearly a year.

18. Stewart Skinner Co., 17 Hermon Street, manufacturers of hand awls and vacuum washers, leases building at 14 Cherry Street, to take possession April 1.

19. J. W. Bishop & Co. gets contract to build $250,000 dwelling for William B. Thompson at Yonkers, N. Y.

Louis H. Buckley elected president of Worcester independent industrial trade schools, succeeding Milton P. Higgins, deceased.

23. Mills Woven Cartridge Belt Co. buys Spencer Building Co. factory at 70 Webster Street.

Coppus Engineering & Equipment Co., industrial and commercial engineers, capitalized at $50,000.

Mortgage trust deed for $500,000 from Worcester Cold Storage & Warehouse Co. to Worcester Trust Co., recorded, given to secure a new issue of first mortgage 5 per cent. gold bonds.

25. Norcross Bros. Co. awarded contract for $100,000 Beverly library.

MacCallen Co., Boston, factory contract of $103,700 awarded to J. M. & C. J. Buckley Co.

26. Ground broken for The Bancroft, Worcester's $700,000 hotel.

29. Harris Glick buys Carroll estate, Park and Green Streets, and plans $50,000 business block on site.

Necrology

March 1. Lewis C. Muzzy, 80 years, 2 months and 26 days old, widely known public accountant, of heart disease, at his home, 140 Elm Street.

2. Edward Livingston Davis, 77 years, 10 months and 9 days old, former mayor of Worcester and public benefactor, of intestinal disease, at his home, 71 Elm Street.

Christina (Herndon), widow of Frederick H. Grosbernt, 79 years, 9 months and 3 days old, adopted daughter of Abraham Lincoln's law partner, of apoplexy, at her home, 141 Maywood Street.

3. Susan S. (Wetherbee), widow of Calvin Brigham, 101 years and 1 month old, a real D. A. R., of old age, at her home, 397 Grove Street.

7. Lorenzo Barnes Start, 70 years, 6 months and 17 days old, former proprietor of Waldo House, of pneumonia, at his home, 46 Cedar Street.

Rev. Dr. Alexander Lewis, 55 years old, former pastor of Pilgrim Church, of spinal meningitis, in Kansas City, Mo.

8. Milton Prince Higgins, 69 years, 3 months and 1 day old, president of Norton Co. and Norton Grinding Co., educator of mechanics, of heart disease, at his home, 228 West Street.

11. Theodore C. Bates, 68 years, 9 months and 7 days, manufacturer, and prominent in Republican politics, of pneumonia, at his home, 29 Harvard Street.

21. Charles H. Whitcomb, 78 years, 11 months and 15 days old, retired boot and shoe manufacturer, of heart disease, at his home, 30 Shaffner Street.

22. Edwin S. Pierce, 56 years old, president and treasurer of E. S. Pierce Co., of heart disease, at his home, 272 Highland Street.

24. Charles J. Thompson, 66 years and 13 days old, patrolman 27 years, of heart disease, at his home, 54 Arlington Street.

26. Henry K. McClenning, 69 years, 7 months and 14 days old, Boston & Maine Railroad cashier, of heart disease, at his home, 4 Germain Street.

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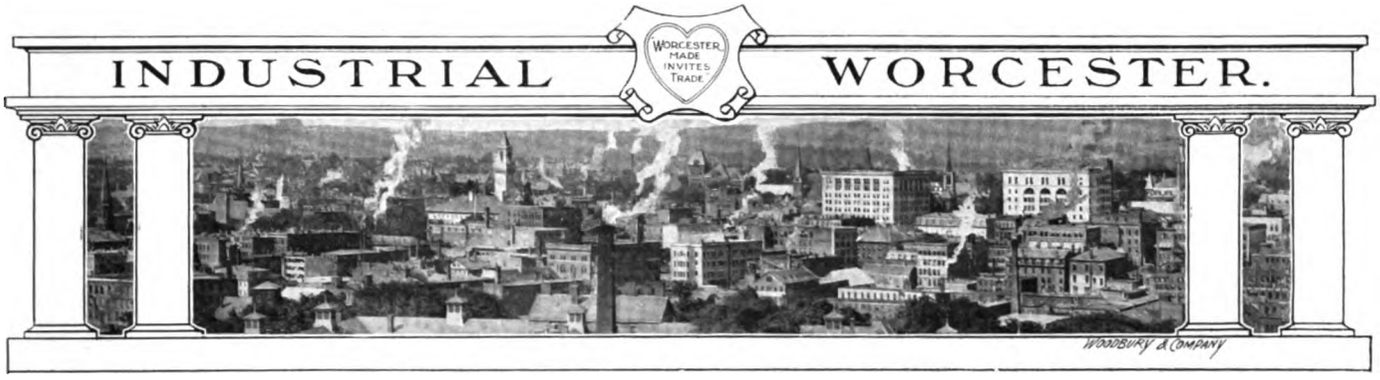


Model Assembling Shop Added to Plant of Heald Machine Co.

The erection of a large assembling unit as an addition to the Heald Machine Company's plant on New Bond Street calls attention to the rapid development which is at present characterizing the career of this concern. As the history of the Heald business reaches back through many decades the following excerpts from a souvenir booklet just issued by the company are of interest:

The business of the Heald Machine Company was originally established by Stephen Heald, in the year 1830, in Barre, Mass. At first wood working machinery and agricultural machinery were manufactured, and later wire drawing machinery was added, which was given considerable attention.

An iron foundry, established way back in the fifties, was the only one at that time within a radius of about twenty-five miles, and all the iron and coal used had to be drawn by teams about that distance from the nearest railroad, which was a handicap that would have discouraged many a man of less courage and determination.

Later two sons of Stephen Heald were associated with him, but after his death, in 1887, and during the settlement of the estate the business decreased considerably in amount.

In 1890 the business was carried on by L. S. Heald & Son, Leander S. Heald being a son and James N. Heald a grandson of the founder of the business.

In 1903 James N. Heald, the present general manager of the Heald Machine Company, bought out his father's interest, organized the Heald Machine Company and moved the business to Worcester.

For some time previous to the removal of the business the firm was engaged quite extensively in the manufacture of grinding machines.

The American Drill Grinder was one of the first machines to be developed and was built in a number of different styles; these have been sold all over the world in large numbers.

After moving to Worcester this line of grinding machinery was increased by the addition of the ring and surface grinder, which was designed especially for grinding piston rings for automobile and gas engines, also discs, dies, thrust collars, etc.

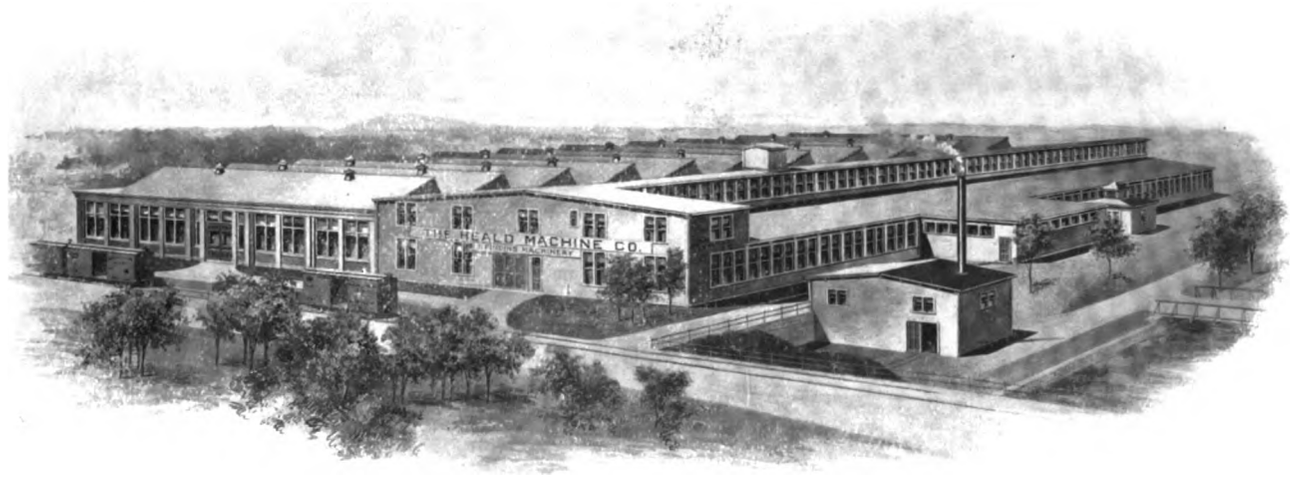
The success of this machine led the company to bring out a machine for grinding gas engine cylinders, for which there was beginning to be a demand. The production of a successful machine for this work proved to be an extremely difficult problem, and involved a great deal of study and experimental work to achieve success.

The most novel feature of this machine is its ability to grind round and straight holes without requiring the work to be rotated.

This ability to grind holes without rotating the work is valuable in handling such work as gas engine cylinders, whether cast singly or in pairs, and especially when four holes are in a single casting, as is the case with so many automobile engines at the present time because it is impractical to rotate work of this character.

The next machine brought out by the company was an internal grinding machine for grinding either straight or taper holes in the more common classes of work which can be rotated to advantage.

This machine was especially designed for this particular work from the ground up, was made heavy and rigid, was provided with quick-change speed boxes for easily obtaining correct speeds and feeds, and was highly developed in all its details to make it rapid, accurate and efficient in operation.



PLANT OF THE HEALD MACHINE CO.

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EXTERIOR AND INTERIOR VIEWS OF THE NEW HERALD ADDITION

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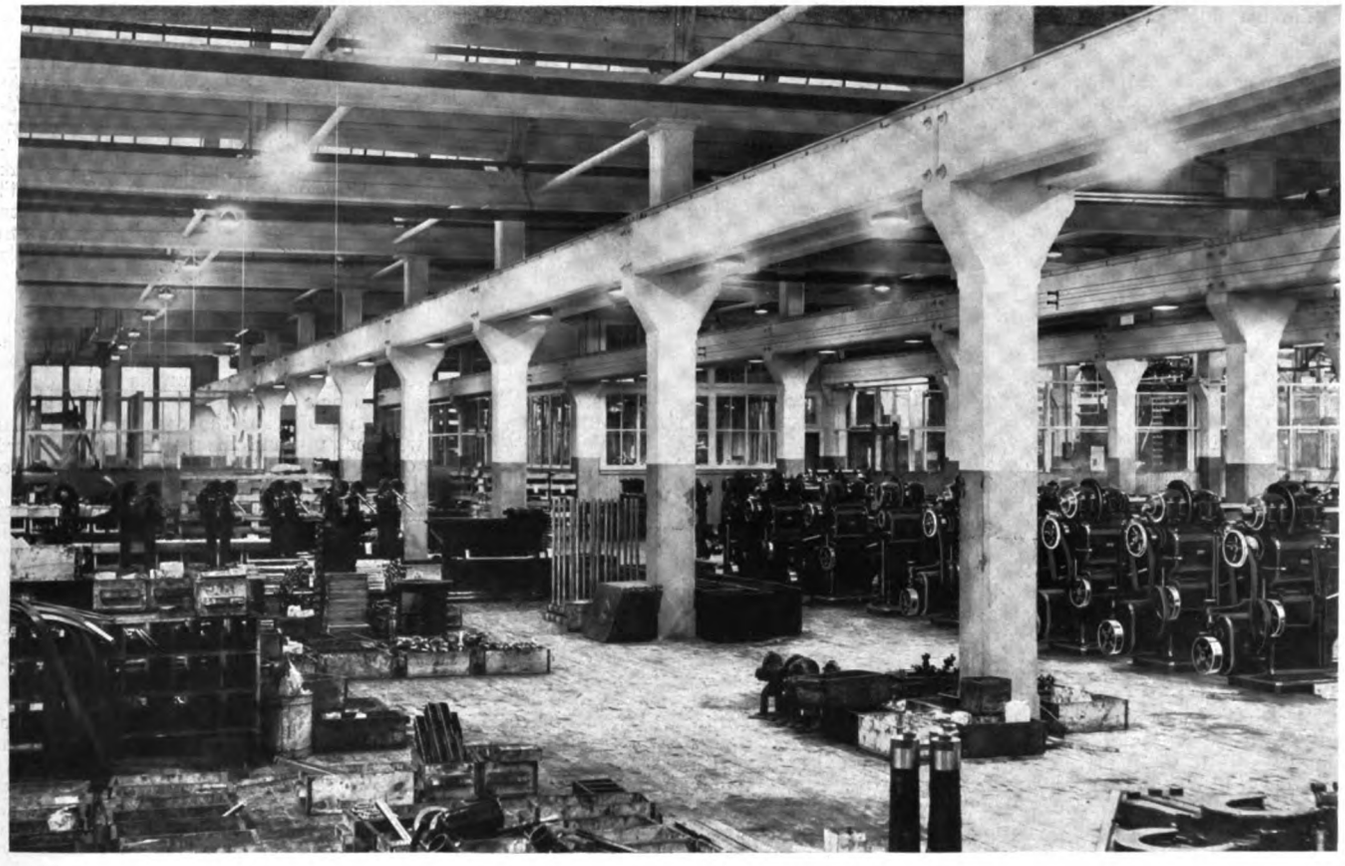

Two Views of the Assembling Floor Showing Daylight and Successful Artificial Lighting

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Still later another style of internal grinder was brought out, somewhat simplified, for grinding short holes, in which some of the elaborate features of the power feed machine were omitted, as they were not required in this case.

The works of the company are located in Greendale and occupy over 50,000 square feet of floor space at the present time; the works are served by a spur track from the B. & M. R. R., so that cars can be loaded and unloaded at the doors for shipment to or from any point.

As grinding machines require above all to be accurate to a high degree, because their work is always the removing of errors common to all other machining operations, it is stated that great care is taken in regard to the design, construction and finishing of all parts entering into these machines, and the best equipment to be found has been secured for this work.

Further, a system of inspection has been installed, extending to such a point that, it is claimed, it not only covers the running in and testing out of the machine, but it also follows the individual parts through the factory from operation to operation until they are completed and ready to be sent to the stock room or assembled into the different machines.

The growth of the company can perhaps be indicated by referring to the size of the shop in 1903, when the business was moved to Worcester, which was 90 feet wide by 100 feet long (9000 square feet) with a small shed in the rear containing a small vertical boiler. In the spring of 1907 the shop was extended 150 feet in the rear, making the size then 90 feet wide by 250 feet long. A new boiler house was built at the same time and provided with a horizontal boiler of 80 horsepower, also a large coal pocket was provided for the storage of coal; this equipment was made ready and occupied about the first of July, 1907. (23,500 square feet.)

As the equipment was continually increasing additional power became necessary, and in the fall of 1909 an engine with direct connected generator of a capacity of 100 k.w. was added to the equipment. The installation of this generator was followed by changing the works over to motor drive exclusively, and the old engine with its system of belting to the main lines was discarded.

In the spring of 1911 the works became so crowded with work in process, and the space available for the assembling of machines became so limited, that an addition to the works was planned and built during the summer. This last addition, measuring 100 feet wide by 220 feet long, was added on to the west side of the first shop and was built of reinforced concrete. This construction enables a large proportion of the walls to be given up to windows, so that the largest possible amount of light can be obtained.

The roof is of the type known as "saw tooth" style, which is so largely used at the present time to give uniform light over the entire area.

With the ordinary type of building having a plain roof the lighting is apt to be gotten only around the outside of the room, and in the centre there is always more or less difficulty with regard to this matter.

By use of the saw tooth roof, however, the centre of the floor gets practically as much light as the portion near the walls. This is especially advantageous when the shop is to be used as an assembly floor, where the machines are put together and the various parts assembled and made ready to run.

The roof is supported by four rows of posts, running lengthwise, and these posts are made of reinforced concrete and carry girders for supporting the traveling cranes.

These four rows of posts divide the shop into five sections, so that five lines of traveling cranes can be operated at one time, therefore the assembling of machines can be carried on if necessary at any time in five sections. Each crane is equipped with two motors, one for raising the load and the second one for moving the crane lengthwise up and down the shop, and these are operated by men on the floor from convenient handles suspended from the cranes.

In this way a special operator for each crane is not necessary, and yet perfect control and prompt handling can be secured at all times.

The use of a number of small cranes, it is claimed, is more desirable on an assembly floor than one or two large ones, because the requirements are that a great many pieces too heavy to be lifted by hand must be put on and taken off the machines frequently in the process of scraping and fitting, and for this purpose the saw tooth roof and the multiple crane-ways appear to meet the conditions in the most satisfactory manner possible.

This type of building, namely, reinforced concrete, is not new, because there have been many shops built of this of late. It will be found new, however, for machine shop use in this immediate vicinity. The one great advantage over the ordinary type of construction is that concrete is far more fireproof than any wooden building can be, and the use of concrete posts in the interior and the single story construction gives the best possible fireproof conditions inside.

The detail construction of this building is quite different from the ordinary construction in one respect, which is that heretofore the concrete posts have usually been made by setting up wooden forms in just the exact location where the post is wanted, and then the concrete is poured into these forms and after it is hardened sufficiently the wooden forms are moved and the post is of course where it is wanted. This method of construction in building a large building requires an immense number of forms in order that the work may go forward rapidly, as the forms must be kept in position until the cement is thoroughly set. As above stated in the construction of this building a new system was carried out whereby the columns were molded horizontally on the ground in forms giving exactly the right shape of the column, and after these were dry and hard they were set up in position and located exactly where they should come, not only in the outside walls but also in the interior of the building, and then carefully grouted at the base to make a solid footing.

In this way the columns can be cast much more accurately and perfectly than is the case with the vertical forms, and they can be very accurately set in the proper position.

After these were in position molds for the cornices and beams that tie these together were put up, and these molds were poured into position, tying the entire building together and making practically a monolithic construction.

The architects, Lockwood, Green & Company, Boston, have had quite a little experience with this method of construction, and it is now being used in the construction of some very large shops in the eastern part of the State.

The floor of the shop was constructed according to one of the most approved systems in use at the present time, consisting of several layers of tar concrete for a foundation, at the top of which is put 3-inch hemlock planks covered with an intermediate floor of hard pine, laid diagonally, and then finished with first quality square-edge maple flooring, running lengthwise of the shop.

About the centre of the west side is a toilet room and wash room, with cement floor, slate partitions and automatic flushing apparatus for the various sections.

The front of the new shop is located 20 feet back of the present shop, as the plans contemplate the construction of an office building a little later, of two stories in height, in front of this present shop, which will give increased office room when this becomes necessary. When this is constructed, which will probably be in the course of a year or so, the front of the shop will come within about ten feet of the switch tracks, and the intermediate space will be filled in by concrete platforms for unloading the raw materials and loading the finished product, the general plan of handling materials being such that the raw material will be taken in at the right-hand through the older shop and progress in an orderly manner through that in the process of machining, then be turned into the stores department after having passed inspection, from which it will be issued out in the other side into the new building in the assembly floor and after being assembled there and the machines complete in every respect they will be crated and boxed up and delivered through the front of the new building directly onto the loading platform; in this way the work will progress in a very orderly and direct manner from the receipt of the raw material to the delivery of the finished product, and the amount of handling will thereby be reduced to the smallest amount possible.

The contractors were the J. W. Bishop Company of this city.

Having secured by the saw tooth type of roof most excellent illumination during the hours of daylight it was felt that equal attention should be given to securing artificial illumination when that was required.

For that reason a careful study was made of different styles of lighting and with particular reference to the conditions involved in this particular problem. This resulted in the installation of Tungsten lamps of 150 Watt size mounted under metallic reflectors, which enclose the lamps to such a degree that the light is thrown downward entirely and none is lost by the horizontal or upward distribution; this system of mounting the lamps, the Heald officials say, proves to work out most satisfactorily and the distribution of light is exceedingly uniform over all the floor.

The benches are served with smaller lights hung from the ceiling, placed more frequently, which gives a most excellent distribution of light for this work.

The number of persons employed by the company when beginning here in 1903 was about 22, and the number employed at present is 160.

An interesting feature of this new shop is the fact that it is the first unit to be constructed under a comprehensive plan for the ultimate development of the entire property. This further development is thus early planned to provide for the steady increase in the business of the concern—a stimulating example of the faith which Worcester manufacturers have in the future growth of their business ventures and indicative of the foresight and comprehensive planning of factory officials whose watchword is "efficiency."

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New Wachusett Mill

The Wachusett Thread Co. has just celebrated its thirteenth birthday by moving into a new semi-fireproof mill on Middle River Road, within the shadow of Mount St. James.

The anniversary marks a new epoch in the development of the corporation, which specializes in producing thread for the manufacturing trade.

The new factory, equipped with thread-making machinery of the most modern type, additional floor space and accommodations for a future growth of business, which the officials say is assured, is considered one of the most complete of its kind in the United States.

The Wachusett Thread Co. is one of the thriving of the younger Worcester corporations. Like others which have developed within a decade it has demonstrated the value of a location in the heart of the commonwealth, the shipping facilities and skilled employees which can be secured.

The absorption of the Ruddy Thread Co. by the American Thread Co. in 1898 was responsible for the birth of the Wachusett Thread Co.

Peter Wood, James Montgomery and Charles Dolan, all connected with the Ruddy Company, mutually agreed to start an independent company.

They drew up plans, settled on the name, Wachusett Thread Co., and organized under the laws of the State of Maine with a capitalization of $50,000. Mr. Wood was elected president, Mr. Montgomery was made secretary and treasurer and Mr. Dolan became superintendent.

The first quarters of the corporation were in a factory building at 116 Gold Street, the two upper floors being sufficient for the first needs of the concern.

Business was started in February, 1899, and within a short time it was found that fifty employees and two floors were too small for the amount of business which was coming in from markets which had been readily established. Consequently plans for development were laid with the result that the entire building, consisting of three floors and basement, were taken over and the number of employees and machinery increased in proportion.

The addition served the corporation until 1906, when it was once more found that additional room was needed. This time a one-story brick structure 80 feet long and 50 feet wide was built on a factory site on Middle River Road, adjoining the site of the new brick mill of to-day. The addition was used for tubing and winding, and in less than two years a second story had to be added to the building to handle the business which came to the company.

With the completion of the addition and continued increase in business the officials started a reorganization of the corporation.

The Maine corporation was dissolved and one under Massachusetts laws was created with a capitalization of $90,000. The same officials who formed the original corporation remained in their respective offices in the new and larger corporation.

Following reorganization a movement was started at once for the construction of a complete thread mill owned and operated by the Wachusett Thread Co. Plans were drawn by Fuller & Delano, architects, and were accepted by the company.

Plans for a power plant for operation of machinery and lighting were drawn up by Engineer W. D. Thompson of Worcester.

The contract to build the new factory, representing an investment of more than $100,000, was let to the E. K. Watson Co. of Warren, R. I.

Ground was broken early in the spring of 1911 and nearly a year was taken to complete the construction and put the new factory in operation.

The factory building has been designed along the latest lines of mill construction, affording the best possible arrangement of departments as regards location and lighting.

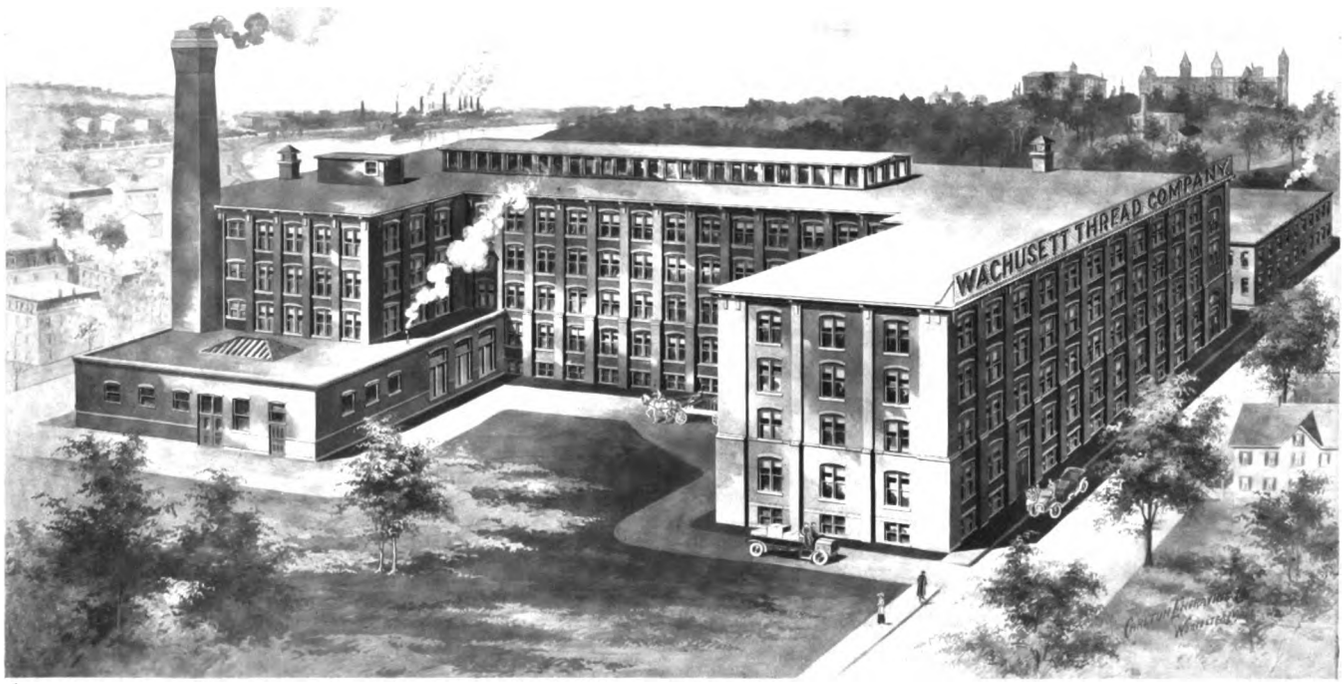
The comfort of employees while at work has been given particular attention in the new building. Every department is supplied with plenty of natural light and a thorough ventilation system.

The main factory building is 212 feet long and 56 feet wide and consists of four stories and basement. It runs east and west, with two wings 58 feet long and 56 feet wide, one on either end, running parallel with Middle River Road.

The entire construction is of brick on stone and concrete foundations.

The general offices are on the first floor, taking up the greater part of the wing facing Middle River Road. Each office is finished in oak and equipped with sanitary desks and fixtures.

Each floor of the main factory is given over entirely to manufacturing purposes. The top story is used entirely as a sizing room. It is believed to be one of the best lighted factory rooms in Worcester. Posts are eliminated, trusses alone supporting the monitor roof, which is raised and covered with glass, uniting with the many



NEW MILL OF THE WACHUSETT THREAD CO.

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windows to flood the room with a maximum of natural light at all times of the day.

Modern wash rooms, lavatories and locker rooms are located on each floor for the convenience of the employees.

Particular care has been taken to guard against fire. A complete automatic sprinkler system penetrates to every part of the building. Concrete stairs, built in steel frames, reach every floor.

Additional means of access to floors, both for employees and stock, is afforded by means of a power elevator, located in the rear end of the building.

The power plant, located in the rear wing, is practically separated from the main factory, power being furnished through a belt drive in a belt tower, leading into the main factory building. A 400-horsepower Corliss engine has been installed, ample to provide power for any normal addition to the factory for some time to come.

Of any one department on which the officials of the corporation pride themselves it is the lighting plant. They have put in the first turbine generator for electric lighting to go into a Worcester factory. It is the only one in use in Worcester at the present time, outside of those at the new power plants of the Worcester Consolidated Street Railway Co. and the Worcester Electric Light Co.

The total floor space afforded the Wachusett Thread Co. in its new factory is estimated at 75,000 square feet which can actually be devoted to manufacturing purposes.

This will enable the corporation to practically double its business at once. It employed 150 hands just prior to removing to its new factory, and has made provision to increase that number to 300 as soon as the new plant can be put in full operation.

Bay State Stamping Company Adds to Its Factory Space

The Bay State Stamping Co. has completed a substantial addition to its factory at 380 Chandler Street, and by rearranging departments has provided for a healthy expansion of business during 1912.

The addition was an absolute necessity to provide for the constantly growing business of the concern.

During 1911 the volume of business was such that departments in the original factory building became crowded and congested. Every available bit of floor space was utilized, yet the congestion remained, and it became evident to John H. Bennett, proprietor of the company, that more factory room would have to be provided in 1912.

The addition is now being occupied. Some departments have been removed to the new building and others will be arranged when new machinery arrives.

The new building is joined to and forms a continuation of the original factory. It is located on the southerly side of the building and is of the same style architecture. It is 56 feet long and 30 feet wide, built of brick, and is three stories in height.

The first floor of the addition has been converted into a shipping room with a small section for storage purposes.

The second floor is designed for a press room, and is to be occupied as soon as new machinery arrives and parts of the present equipment removed from the old factory building.

The bicycle pedal department of the concern has been located on the third floor of the building, together with one of the finishing departments of the oil cup department. This floor, with windows on three sides, is amply provided with natural light, and twenty young women, who form the greater part of the employees in the room, work under pleasant surroundings.

No new departments are contemplated by the concern. The room vacated in the old factory building has been all taken up by the sheeting metal stamping and other machine departments which had been so congested.

The company, however, is now prepared to enlarge its various departments. About seventy-five skilled employees are employed the year around and it is anticipated that this number will be increased during the present year.

In addition to sheet metal stamping the concern specializes in oil cups and oil hole covers.

The Bennett Handy Oil Cups and self-closing oil hole covers are among the many Worcester made goods which are standard articles in the machinery world.

It is stated that the company turns out on an average 75,000 pairs of bicycle pedals annually, in addition to its manufacture of machine accessories.

$2,500,000 Consolidation

The second largest consolidation of industries in the history of manufacturing in Worcester was affected, April 3, when The Reed-Prentice Co., a Massachusetts corporation, capitalized at $2,500,000, was organized.

The corporation, comprising four Worcester industries and the Crompton Associates, will specialize in the manufacture of a complete line of lathes and upright and radial drills, from the pig iron to the completed machine; all of which are products made standard by the individual companies, and have established markets throughout the world.

The concerns absorbed in the consolidation, their capitalization and number of employees are:

F. E. Reed Co., capital stock, $100,000, employing 450 hands.

Prentice Bros. Co., capital stock, $100,000, employing 400 hands.

Reed Foundry Co., capital stock, $75,000, employing 50 hands.

Reed & Curtis Machine Screw Co., capital stock, $20,000, employing 50 hands.

The Crompton Associates, the fifth party in the consolidation, is a Massachusetts corporation holding the Crompton interests in various enterprises, part of which are included in the consolidation.

The officers of the new Reed-Prentice Co., elected at a meeting of the stockholders in the office of Attorney Charles M. Thayer, April 3, are: President, George F. Fuller; vice-presidents, Frederick E. Reed and Vernon F. Prentice; secretary and treasurer, George Crompton; general manager, Albert E. Newton; directors, Dr. Homer Gage, George F. Fuller, Frank A. Drury, Lucius J. Knowles, Charles M. Thayer, John F. Kyes, Albert E. Newton, Harry V. Prentice, George Crompton, Frederick E. Reed, Vernon F. Prentice and Harry W. Smith; counsel for the corporation, Charles M. Thayer.

All of the officers are widely known in financial and industrial circles in Worcester.

The capital stock of the corporation will be divided as follows: $1,250,000, 7 per cent. preferred and $1,250,000 common.

The preferred stock is to be placed upon the market after the organization has been thoroughly completed. A part of the common stock will be held by a number of the former interests and the remainder will be purchased by others who now enter with them in control.

Details as to the intended plans of the new corporation have not been given out. It is planned, for the present at least, to continue business in each factory with the same management as formerly. Later it is intended to have a central office for the executive offices. Eventually it is the hope of the officials to have the consolidated industries housed in one group of factory buildings.

Harry W. Smith had personal supervision of the consolidation. He is given the credit by the officials for perfecting details which have resulted in the $2,500,000 combine.

Plans for the consolidation were under way many months, resulting in the beginning of an exhaustive audit of each company in January.

Concerning the products which will be specialties of the Reed-Prentice Co., Mr. Smith has given out a statement in part as follows:

"Worcester has always been noted for the high character of its machine tools. Originally there was the Lathe & Morse Co.; later on Pond Machine Tool Co., which merged into the Niles-Bement-Pond Co., to-day one of the strongest factors in its line in the world.

"The education of the mechanics has been brought about by the public schools of the city, the lectures at the Worcester County Mechanics Association, and, last but not least, the wonderful opportunity given to young men interested in mechanics to receive the benefit of the highest technical education possible at the Worcester Polytechnic Institute.

"The design of the lathes, drills, etc., manufactured by the combined companies has always been taken as the standard, here and abroad, and for the last quarter of a century the best tools produced in Cincinnati and elsewhere have always followed closely on the lines of the Worcester product. But although the shapes might have been copied the perfection of accuracy has never been excelled.

"Since 1900 a number of changes have been effected in machine tools, brought about by the idea of a specialized product, which always brings automatic machinery to the front, and on the line of geared head lathes, ball bearing, radial drills, the Prentice Bros. Co. stand pre-eminent.

"Many of the patents of the above have been worked out by Albert E. Newton, who served an apprenticeship at the Prentice Bros. Co., and has made one or two trips abroad in their interests, and it is mainly through his efforts that the new ball bearing radial drill has just been placed upon the market, which, on account of the friction saved by the bearing and the clever arrangement of same, is able to do four times greater work than one of the old type of the same size."

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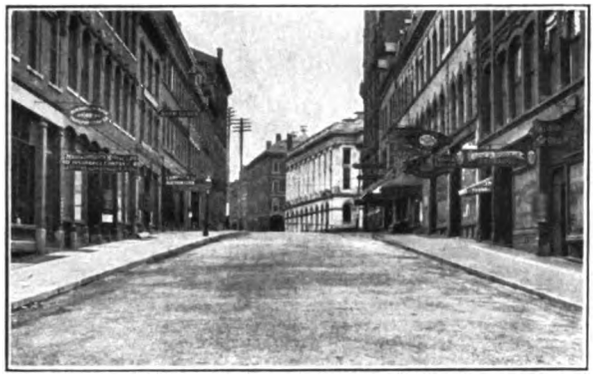


Exchange Street, Portand, Maine

Portland's Decision

COMMISSIONER OF PUBLIC WORKS

The pavement has given good satisfaction, has worn well, and we consider it an economical proposition for the city.

(Signed) Bion Bradbury, Jr.
Feb. 16, 1911 Commissioner of Public Works

CHASE TRANSFER COMPANY

It is noiseless, sanitary, and we think it would save considerable in wear and tear of vehicles over the old style of block pavement.

(Signed) Chase Transfer Co.
Jan. 20, 1909 T. H. Pratt, Mgr.

THE MAYOR

I believe that owing to its comparatively moderate cost, a great deal of Hassam will be laid in this city, if a longer test proves its serviceable qualities as well as has been the case in the last two years.

(Signed) Adam P. Leighton
Jan. 19, 1909 Mayor

AN EX-MAYOR

The pavement that was laid in 1907 has stood up exceedingly well and up to the present writing, so far as I can see, shows no sign of wear.

The pavement promises to be the most suitable for this climate, I think.

(Signed) Nathan Clifford
Dec. 11, 1908

CHIEF OF FIRE DEPARTMENT

In reply to your inquiry as to my opinion of Hassam Pavement as laid in this city for fire department travel, would say that I consider it a very satisfactory pavement. I should like to see more of it in our city streets.

(Signed) M. N. Eldridge
Jan. 20, 1909 Chief of Fire Dept.

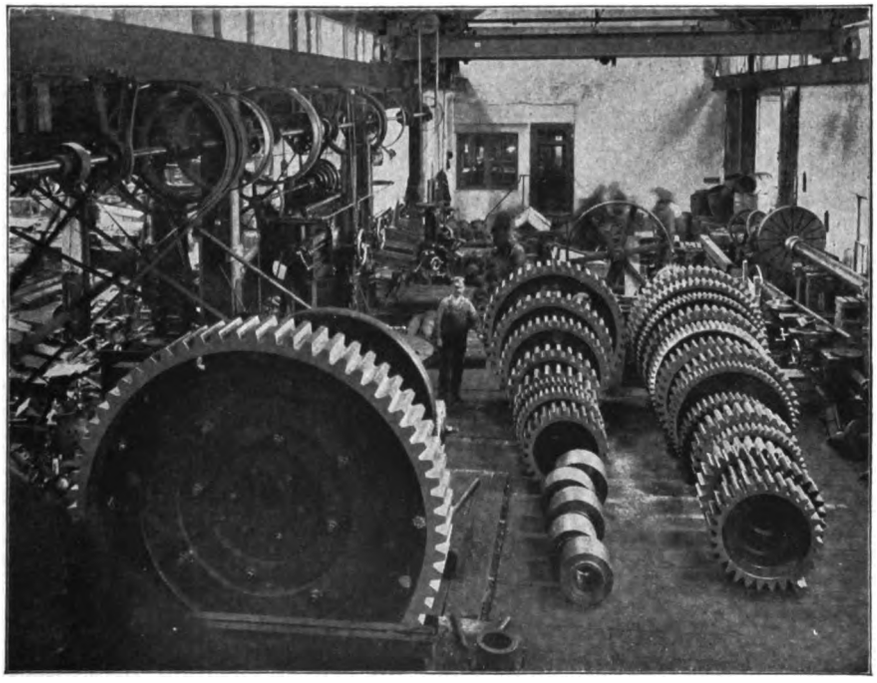
WHITMAN SAWYER STABLE COMPANY

We consider your Hassam Paving the best of all paving used in our city, being far ahead of bitulithic, and much better for driving or carting.

(Signed) Whitman Sawyer Stable Co.
Dec. 31, 1908 A. J. State

HASSAM PAVING COMPANY

WORCESTER
MASSACHUSETTS



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for

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Continuous Gas Producers

Continuous Heating Furnaces

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Wire Drawing Plants

Complete

Morgan Construction Company, Worcester, Massachusetts

52 Rue du Congres, Brussels, Belgium

Made in Worcester.

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MORGAN CONSTRUCTION COMPANY
STATE MUTUAL BLDG.
PLANERS and LATHES
WHITCOMB-BLAISDELL MACHINE TOOL COMPANY
ROYAL WORCESTER CORSET CO.
DRILLING MACHINES ENGINE LATHES
PRENTICE BROS. CO.
SLATER BLDG.
WOODWARD & POWELL PLANER CO.
Howard Bros. Mfg. Co
Card Clothing
THE GRATON & KNIGHT MFG. CO.
OAK LEATHER TANNERS AND BELT MAKERS
WORCESTER, MASS. U.S.A.
COATES' CLIPPERS AND FLEXIBLE SHAFTS
"WORCESTER-MADE" INVITES TRADE
ORGAN REEDS HAMMOND REED COMPANY
FOR ALL MOTOR CARS
Oilzum
THE WHITE & BAGLEY CO.
"WORCESTER-MADE" INVITES TRADE
GUNS REVOLVERS
HARRINGTON & RICHARDSON ARMS CO.
PAPER BOX MACHINERY
HOBBS MANUFACTURING COMPA
"MADE IN WORCESTER, U. S. A."
CITY HALL
SOME OF WORCESTER'S MOST PROMINENT MANUFACTURERS
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MORGAN SPRING CO.
WIRE, SPRINGS AND WIRE SPECIALTIES
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The WORCESTER MAGAZINE

Illustrated

MRS. PHILIP N. MOORE
President General Federation of
Women's Clubs

MAY, 1912

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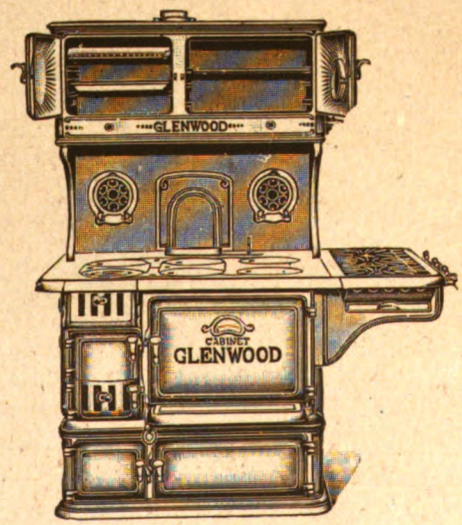

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CAMBRIDGE, MASS.

The WORCESTER MAGAZINE

The Significance of the Woman's Club Movement

A Concise History of the Development of an Organization which has become an International Alliance in Forty Years, Together with a Brief Review of Purposes and Accomplishments Showing the Vital Relation Existing among the Individual Clubs, the State Federations and the General Federation.

By Georgie A. Bacon

A PROMINENT educator has said, "Women's Clubs are the natural product of a progressive sex living in a progressive age. They stand for the home, for the school, for art and literature and music, for domestic science and for the intellectual advancement of the American woman who presides over the American home. They are not theoretical, they are practical; they act, they do things for the good of society, for the good of the community and of the country. The greater woman means the better nation."

The club movement is not new, for as long ago as the time of the Puritans women had reading societies and held meetings for discussion. Women's Clubs in the modern sense, however, first saw the light of day a little more than forty years ago, when the New England Women's Club of Boston and Sorosis of New York were organized. It is true that a few "Clubs" ante-dated these, but a careful analysis shows decided points of difference.

In the beginning the clubs were small and simple, self-improvement being their main object; to-day, the club that lives unto itself alone is the exception. They have increased rapidly in size and number until, at the present time, it is estimated there are more than three-quarters of a million club women in the United States alone. The small club still exists and in many small communities is the only social and intellectual activity outside the churches. The large club, with its various departments, is found in towns but belongs more especially to the city and is usually the outgrowth of some small club whose members wished to enlarge their scope for study and put in practice the knowledge they had acquired. Such clubs have become powers in their respective communities, and when one stops to consider the immense field that is open to them one realizes as never before that woman's interest is no longer confined to the narrow sphere of her own home. The whole world is hers, she stretches forth her hand to every good work, and by so doing has become an influence that has made itself felt and a power that must be reckoned with.

The single club soon found its usefulness limited to its own locality. It realized that an exchange of ideas and assistance from other sections were necessary in bringing about desirable reforms, that in union there was strength, therefore Sorosis invited representatives from other States to a conference to discuss the question of federation. As a result that splendid, great organization, the General Federation of Women's Clubs, came into being, an organization which consists to-day of fifty State Federations and more than a thousand individual clubs. Two of these so-called State Federations are those in the District of Columbia and the Canal Zone; while among the individual clubs are clubs in Canada, China, England, India, Mexico, the Philippines, South America and West Australia, thus making the General Federation not a national but an international organization.

During the early years of its existence there was no definite plan of work. Composed entirely of individual clubs it followed along their lines, little consideration being given to subjects outside the realm of science, literature and art.

At the time when important matters relating to the well being of society began to force their attention upon press and public community conditions began to stir the hearts of these federated club women. An ever broadening, irresistible influence urged them on until, listening to the call of humanity they cast aside their cloak of selfishness and conservatism and appeared clad in the garments of humanitarian love and sympathy combined with a spirit of true helpfulness.

The first perhaps to recognize the full possibilities of such an organization was Mrs. Ellen M. Henrotin of Chicago, its second president. Hers was the vision of a seer, and the four years of her administration were spent in shaping a course along the line of united endeavor which should give to the federation stability and strength.

On account of the emphasis placed by her upon the formation of State Federations one finds to-day that the clubs in all the States have become federated, and that the Federations thus formed are working along practically the same lines adapted, of course, to local conditions, needs and the means at hand. This was the first real advance in sustaining the motto of the General Federation, "Unity in Diversity."

The second was brought about in response to the appeal of its fifth president, Mrs. Sarah Platt-Decker of Colorado, that the standing committees of the State Federations should be made to harmonize with those of the General Federation. With few exceptions this has been done, and as a result this great body of workers is devoting itself to art, civics, civil service reform, con-

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servation, education, household economics, industrial and social conditions, legislation, literature and library extension, music, public health, including food sanitation, and all these terms imply.

While the high ideals of its founders, the wisdom of its leaders, the excellence of its plans and the efficiency of its committees make the work of the General Federation of inestimable worth it is to the work of the State Federations and the individual clubs that it looks for its success. North, South, East and West it was the idea of better homes, better schools, better industrial conditions, better laws and their enforcement, a better civic spirit and a truer national life that brought about "the awakening of thought that leads to action; the inspiration of truth that leads to duty" among club women.

In fulfilling these obligations is it any wonder that education first became the chosen field of their endeavor? At an early meeting of the General Federation a tremendous impetus was given this subject when the needs of the public schools were discussed by women from different sections of the country. It was shown that the greatest need of the South was greater financial support; that in the West better trained and more well-educated teachers were needed; that in the whole country there should be "less cramming in and more drawing out," as the capabilities of the future man or woman were of much greater importance than his or her knowledge of books; that most serious consideration should be given to elementary schools; and that greater sympathy should exist between the home and the school.

MRS. HENRY COOLIDGE MULLIGAN
President Massachusetts Federation

This is exactly what the education committees in the different States have been trying to accomplish, and a survey of the subjects that have occupied their attention shows that no aspect of education has been foreign to their thought and care. A knowledge of their work reveals the fact that every State has now come to a better understanding of the aims, methods, conditions and needs of its public schools.

The rural school, that bulwark of national strength, virtue and intelligence, has come in for its full share of attention, and in no State has better work been done in this direction than in the State of Georgia. Through the instrumentality of its State Federation of one hundred and eighteen clubs, representing 11,000 women, nine or more model rural schools have been established in different parts of the State, the idea having been suggested by the president of the Normal School at Athens. These schools are carried out according to the belief of the Federation that the greatest need of rural education is that it should be made more human, more rational, more nearly related to the life of the children and the homes from which they come. Such schools are intended not only as centres of interest and inspiration for the communities in which they exist but as models for similar work in other sections, and the Federation is responsible for their support until they are able to become self-supporting.

One of these schools is known as the Massachusetts-Georgia Model School, having been established and for a number of years supported by the Massachusetts State Federation. Another type of rural school established and maintained by federated club women is called the Settlement School. One, located in a remote mountain valley in Tennessee where civilization was unknown, is the child of the Massachusetts Federation. Through the efforts of its teachers this little school has won its way into the hearts of those sturdy mountaineers, and where suspicion existed heretofore all is friendliness, sympathy and helpful co-operation. A number of its children have been given an opportunity to get a glimpse of the great world beyond, that they might carry back to their mountain fastnesses the message of right living and right thinking. Who can foretell the results of such a work of mental and moral regeneration?

Space forbids any account of the great work that has been accomplished through the establishment of kindergartens, the introduction of manual, industrial and trade training, the advocacy of domestic science courses, the support of vacation schools and school lunches, the provision for scholarships for young and eager students, the formation of Home and School and Public Education Associations, the agitation for compulsory education laws and a larger revenue for school purposes, the co-operation with other organizations and the thousand and one educational problems to which club women have given serious thought and careful consideration.

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Bewildered by the extent of the horizon that had come within their vision it seemed for a time as though they had forgotten that great common interest, the home; an interest that binds all together in the inevitable bond of social responsibility. Finding they were becoming more resourceful, more of a power in the social life of the community they asked themselves the question, have we, as home makers and home keepers, lived up to the ideals that should be ours? And through a recognition of the tremendous changes that had taken place in the world about them they began to realize how great were the changes in the conditions which surrounded the home, in the problems that confronted the home keeper and in the family life. As a result they set about the task of creating a new and widespread interest in that institution which is the source of all that makes for true manhood, true womanhood, true citizenship — the American home.

Believing that a systematic training in home duties is an essential part of a girl's equipment for life they first turned their attention to the establishment of domestic science and even the higher branches of home economics as part of the curriculum in schools and colleges. In many cases clubs contributed large sums to bring this about. It was soon found that qualified teachers were difficult to obtain and the work was being retarded on that account. This condition had to be met, and several Federations did a work similar to that of Wisconsin when it raised $10,000 to endow a chair of home economics in Milwaukee—Downer College—and established a permanent loan fund of $5000 from which young women desiring to fit themselves as teachers could borrow the necessary amount, this to be returned without interest.

In many of the States, particularly in the middle West, the Federations are actively co-operating with their State universities and agricultural schools in extension work. It has been said if one needs encouragement along this line they must go to Nebraska. Extension work has not stopped with the women, it has reached many men who, absorbed with their own affairs, had failed to realize their wives were wearing themselves out because of labor making not labor saving devices in their homes. In New Jersey the Federation has recently established a Household Experimental Station somewhat similar to that conducted by *Good Housekeeping* when it was located in Springfield.

Page after page might be written which would testify to the widespread interest that has been created by and among club women in this direction before the questions of pure food and food sanitation claimed their attention.

For twenty years or more a national pure food law was before the Congress of the United States. Its importance was not recognized by the public until the harmful and fraudulent adulterations of foods became a topic of daily conversation. Then it was that the club women of the country bent their energies towards the protection of the consumer by urging the passage of that measure which has for its title "The act for preventing the manufacture, sale or transportation of adulterated or misbranded or poisonous or deleterious foods, drugs, medicines and liquors, and for regulating traffic therein and for other purposes," and which is known and referred to as "The Food and Drugs Act, June 30, 1906."

Their influence was a potent factor in its enactment and was recognized not only in letters from unprejudiced legislators but by an invitation to the General Federation to send a speaker to the first meeting of the Interstate Pure Food Commission held thereafter. Encouraged by this success the enactment and enforcement of State laws and the amendment of laws already upon the statute books were secured in many States through the instrumentality of club women.

Mrs. Florence Seaver Slocomb
President Worcester Woman's Club

In Indiana the question arose as to the best method of assisting the officials in enforcing its revised law. A mass meeting of women was held in one of its largest cities, and it was decided to circulate throughout the town a petition by which the signers should agree to patronize only those dealers who displayed a placard bearing the seal of the Board of Health, showing compliance with all of its requirements. There can be no doubt as to the effectiveness of this method, for in a letter from the State food commissioner is the following sentence, "The day after the women's meeting the local dealers wore themselves out cleaning house and, I believe, are still at it."

For the past few years considerable attention has been given to the inspection of markets, bakeries, dairies and the sanitary covering and handling of food supplies. But now that the pure food law has been broken down through the manipulations of men who have proved themselves enemies of the cause, through decisions rendered in favor of unscrupulous manufacturers, through concessions made to special interests and through the resignation of the chief of the Bureau of Chemistry, Dr. Harvey W. Wiley, the friend of the consumer, a resignation where wrong has triumphed and right been put down, the club women of the land are again beginning to make their influence felt. To their families and to themselves, to the communities in which they live and to the patriotism for which they stand they owe a service which only they can give. As home makers and home keepers the health of the nation is in their hands. What the women demand, that shall they have.

It was Dr. Josiah Strong who said, "The supreme problem of the twentieth century is the city." If one looks deeply into the question of civics his statement is

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soon found to be true, for with the rapid growth of our American cities, the tremendous influx of foreign immigration, the rush and competition of business, the enlarged means for transportation, the ever increasing prosperity of the American people, the bewildering demands of society and the strenuous life of the present day we are brought face to face with problems that require wise minds, expert service and an intelligent public opinion in the solving.

Women have not been slow to detect the needs of their communities and to realize that responsibility rests in a large measure upon the individual. An officer of the American Civic Association, Mr. Clinton Rogers Woodruff, has said, " Unquestionably the most potent factor in the present day movement for civic improvement is the influence of women." Women are the natural domestic housekeepers, is it not eminently proper they should become civic housekeepers? They abate nuisances in the household, why not in the city? They make their home a place of beauty, why neglect the homes of others? As mothers of the nation they protect the health of their children, why not that of the public?

HOME OF WORCESTER WOMAN'S CLUB

The natural beginning in civic work among club women was in behalf of the City Beautiful. They planted trees, beautified home and school grounds, made unsightly places in the vicinity of railroad stations blossom like the rose and turned waste places into attractive parks.

Thinking that a park would be of great value to its town a small, energetic club in the Middle States availed itself of a law which enabled fifteen or more persons to secure land for such purposes independent of municipal authority. It decided upon a satisfactory site whose owner proved most generous by giving one half the land; the other half was secured through subscriptions, even the children in the public schools contributing. To-day the town has a park that will be a joy forever and it was said of the club that no association of business men could have carried the work through with greater effectiveness in organization or promptness of execution.

To promote beauty is an end and not a means, therefore women were quick to discern that to be beautiful a city must be clean. The most effective work in this direction has been done through the observance of municipal " Clean-up days." City and town officials, public spirited citizens, men, women and children have co-operated with women's clubs in making it a success. " Clean-up days " have developed into " Clean-up weeks." In Louisville, Ky., the experiment was a conspicuous success. Sixty thousand circulars urging co-operation and bearing the endorsement of the mayor were issued; 30,000 being used in the schools and 6,000 distributed by the police. A committee of eighty women directed the work and photographs taken before and after furnish lasting evidence of what had been accomplished. Would that "Clean-up days" might be inaugurated in every city and town in the land.

Without doubt Pennsylvania heads the list of States where effective civic work is done by women. Inspired and supported by an ex-president of the State Federation the work has been so systematized along County lines that all the clubs in a single County are working upon the same issue at the same moment. In one County 30,000 children were enrolled as members of a Junior Civic League, which had for its object systematic instruction in the duties of citizenship.

Think what work like this will mean to the future of our cities, towns, states and even nation. Had such instruction been given thirty years ago Pennsylvania would have escaped many of the civic problems which it has faced within the past few years.

To the Civic Club of Philadelphia, which was organized in 1894 and on whose seal are found the words, " Higher Public Spirit, Better Social Order," must be given first place for civic betterment work. A record of its achievements shows how far reaching its work has been, and can not fail to impress one with the idea that civic regeneration can never be attained until the people as a whole can be made to realize that as individuals their responsibility is great.

A progressive thinker has said, "Mankind has two major dreams—The Golden Age and the City Beautiful; two haunting aspirations. The Golden Age lies always in the past, the City Beautiful lies just over the hill in front of us. To realize the better of the dreams—the City Beautiful, the dream of achievement—we shall have to build the People Beautiful, and then we need take no thought for the building of the City Beautiful,

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for it will as inevitably be the fruit of good living as the City Hideous is the fruit of bad living."

The growth of a people is marked by epochs and while the nineteenth century made of women a social force, the twentieth century will give to the child its rightful heritage. In the building of the People Beautiful the most important factor is the conservation of child life. It is to the child that we must look for the future of the race, and it matters little how perfect our present civilization is if it assumes such a form that children can not grow up healthy and vigorous under it. " Every child has the inalienable right—

" To be born right.
" To be loved.
" To have his individuality respected.
" To be trained wisely in body, mind and spirit.
" To be protected from evil persons and influences.
" To have a fair chance in life."

Through the efforts of their public health committees the club women are beginning to realize that instruction in the duties and responsibilities of parenthood must form part of the education of our youth if that tremendous, disintegrating evil, the great black plague, is to be kept down; that the time for silence as regards sex is past; and that it is the duty of parents to see that their boys and girls understand the dangers that threaten them. Probably more has been done to arouse interest in this crying need by the Illinois State Federation than by any other organization of women. Its work resulted no doubt from that originated by the Reform and Philanthropy Department of the Chicago Woman's Club, and was stimulated by the findings of the Chicago Vice Commission.

INTERIOR VIEW, WOMAN'S CLUB BUILDING

Club women everywhere are taking an active interest in everything that pertains to the health of the child. They are studying into the causes of infant mortality; they are teaching ignorant mothers how to properly feed, clothe and care for their children; they are urging the necessity of pure and clean milk which constitutes "nature's perfect food;" they are insisting upon improvement in the methods of the physical examination of school children and, in many cases, are supplementing this work by providing school nurses.

They are agitating the need of better sanitary conditions in public schools, and are investigating and making known housing conditions which all too often engender immorality. What pure and noble thoughts can come from

"Dingy walls, that are gray with grime;
Sodden yards, that are thick with slime;
Is it a wonder, such homes within,
Poverty's child is a child of sin? "

They follow the child beyond the home and school out into the street and studying the dangers that beset it there they provide, equip and maintain supervised playgrounds and recreation centres. It is through the medium of such institutions as these that the child learns to master himself, to gain an insight into the great social structure of which he is a part, to respect the rights of others and to realize that " Obedience to Law is Liberty."

Entering the industrial world club women have discovered evils which are sapping the vitality of the hundreds of thousands of growing children employed in gainful occupations, evils which are filling our institutions and causing deterioration of the race. Perhaps no question has appealed to them with greater force than that of the working child. As a result they have succeeded in urging Legislatures in many States to enact laws which will not only safeguard the child in industry and protect him from exploitation but will increase the physical, mental and moral opportunities which are necessary to fit him for efficient citizenship.

Their work for the past five years, in behalf of the establishment of a Children's Bureau in the Department of Commerce and Labor of the United States, is crowned with success and helps to strengthen the following statement of Mr. Albert J. Beveridge, former senator from Indiana, " Throughout this entire nation child slavery must be stopped, and there is only one force beneath the flag that can stop it. That force is the might of American women at the American fireside influencing the American ballot box."

That the influence of the club woman is great is shown by the fact that organizations of men as well as women are continually appealing to her for advice and help. She has been invited to sit in the councils of organizations such as the American Civic Association, the National Municipal League, the National Civic Federation, the National Conservation Congress and the National Civil Service Reform League. At the first conference of governors at the White House she was given a seat.

Only the merest sketch, the briefest suggestion of her activities, can be given in an article like this. Founded on the true principle of woman's part in the world's work what has been done by women's clubs is but the earnest of what will be done. Because of her ability to put into action the results of study and investigation, thus co-ordinating knowledge and action, the path of the club woman will lead her

" To finer and diviner ends
Than man's mere thought e'er comprehends."

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"The Angel of the Battlefield"

Clara Barton, Creative Genius, Mother of the Red Cross in America. Insight into her Character and Struggles, Together with Hitherto Unpublished Letter Testifying to her Love for Worcester and Worcester County and Showing that She Preferred her Native Home for her Last Resting Place

By Rev. Percy H. Epler

TOWARD sunset of April 15 with no martial suggestion save the dying notes of a bugle and the trembling hands of the Boys in Blue in the thin blue line which followed her, Clara Barton, "The Angel of the Battlefield" and "Little Sister to the Soldier," was tenderly laid away at Oxford, on the crest of one of her beloved Massachusetts hills, suburban to the city of Worcester. Arlington never was the dream of Clara Barton as the resting place for the temple of her body. From the first she planned it should be here and nowhere else.

Worcester is known as a zone of genius. It is recognized the world over as the cradle of invention. It is the home of discovery. The founding of international reforms, born in the brains of her illustrious sons and daughters, have made the Heart of the Commonwealth beat its Worcester bloodthrobs into the arteries of both hemispheres.

Clara Barton, born in the Worcester County village of Oxford, Dec. 25, 1821, impersonates this fact. The creative atmosphere and generative ideals dynamic in Worcester incarnated themselves in her life and enacted themselves in her deeds.

If we except the Historian Bancroft, born in Worcester with the nineteenth century, it was not so much a group of literary masters. It was more. It was a zodiac of doers of deeds. These deeds—daring, original, unheard of—gave birth to reforms, advances, world changes that now have crystallized institutions and perpetuated systems.

Clara Barton at the Close of the Civil War
Her Favorite Photograph

Clara Barton wrote, consigned to me, not long ago a then unpublished letter to this very *Worcester Magazine*. In its pages, which we have tenderly held until her death, she confessed the maternity of these dear hillsides whose bosom has now received her body to its mounded breasts forever. She wrote:

"When dear New England put out its roses and the skies grew clear and bright I came with the birds of the Southland to hold a few minutes' revel in its unequalled summer atmosphere—to old Worcester County, so brimming with grandeur and tender memories for me, as indeed for every other of its straying wanderers who have tasted its unconventional childhood.

"Here trod the 'Little Barefoot Boy' and its 'Maud Muller' raked the hay.

"And somewhere, not far away, it was talked that a man was building a mill for sawing of straight strips with a round saw, and they laughed at him.

"Those spindles without hands? The example of that is the 'Slater factory,' which has turned out more spindles without hands in its goodly state than all the country combined.

"From the first click of one little sewing machine has come help to the overburdened and rest to the fingers weary and worn, the world over. It has sent commerce and skill through the whitened toiling cotton fields of the Southland.

"And in the West the patient skill of a Burbank bids fair to rival in value to the nation the wealth of California's richest mine.

"It has robbed the surgeon's knife of terror, and pain has died at its behest.

"It has opened the dens of bedlam and taught a misled, superstitious world to be merciful to those 'possessed of devils.'

"And over all towers the venerable and venerated form of Hoar, so long gracing the legislative halls of the nation, watching its welfare, advising in its perplexities,

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revered and beloved by all, he holds his honored rest in the soil of his own loved Worcester County home.

" How has the old County kept pace with the world? How about its people so slow of comprehension? Quiet and modest they have always been—manly and womanly—for they can be no other.

" With all these memories is it strange, my good friend, that I, too, honor the old County and have sought a little foothold in the town of my birth, with its classic name. Here lies the ashes of all the world held dearest to me, and from here I send out my greeting to the people of this grand County of Worcester, asking that they kindly hold me as one of them."

" With all sincerity and respect,
" Clara Barton."

Of all the creative geniuses of her day which Worcester County produced—Eli Whitney, inventor of the cotton gin; Elias Howe, inventor of the sewing machine; Blanchard, inventor of the lathe for irregular forms; Morton, discoverer of ether; Dorothy Dix, redemptress of the world's insane; Senator Hoar, the independent statesman — Burbank, the plant creator, alone survives her, even as Elihu Burrett, father of international peace, and Artemas Ward, first commander-in-chief of the American Revolution, preceded her.

She breathed the creative atmosphere represented by such and many like and lesser geniuses all about her amid the Worcester hills. In the above words she professed her kinship for them.

Yet none of these masters and doers of great deeds will surpass the power of Clara Barton—the world's greatest unveiled sister of mercy.

In this first picture she looks down upon us at the time of her greatest glory, the climax of her Civil War career. These are her words to me about it: " The most suitable, as it represents me in middle life while doing the things you name. I dislike scores of pictures of the same individual with scarcely a resemblance each to the other. It was one of Claflin's best, and I think the only one I ought to have permitted to exist."

Clara Barton's Last Photograph

The other picture recalls her up to the end of her next greatest accomplishment—the founding of the Red Cross in America, after her immortal career heading the nursing in the Franco-Prussian War in 1870.

From 1876 to 1882 her struggle against the United States government to obtain its signature to the Genevan treaty of nations to the International Red Cross was nearly as intense and certainly as prolonged as her peerless service for the same national government in the Civil War. Like every chapter of her success the key to the situation was her own unconquerable personality. The government was slow to appreciate its value and but a tiny paragraph in a Washington paper acknowledged that which since electrified the world by its spectacle of one little woman with a soul almost divine arousing at each fresh disaster a nation by her touch, and placing 90,000,000 people enthusiastically behind her Red Cross as it dashed to the centre of catastrophe.

Miss Barton's initiative and her referendum to the hearts of the people explain the method of her power. She could work no other way. This explains the dullness and denseness in understanding her, always shown by the bureaucracy of the national government with its red tape system conventional to it. Trained the other way it was impossible to Miss Barton. She simply was not fitted to it nor it to her.

Having mothered the Red Cross, given it birth, baptized it with mighty deeds and thrilled the nation by its being—the strong character that she was—she stepped aside in 1904 to let it be nationalized forever, with the President of the United States to be its president.

But then, now and forever Clara Barton will be to the Red Cross the source in the past, the mourned mother in the present and the animating soul in the future. Military men, government heads, secretarial women will be henceforth its noble and systematized agents for good. But Clara Barton—she alone is its genius. Her soul will break through every system. It was too big a personality to be harnessed thereto after it became backed by a bureau and wound with its red tape.

Time and again this was demonstrated throughout her glorious career. No obstacle daunted nor conquered her indomitable spirit. She labored long and hard.

It was so in religion. Her father rocked the cradle of Universalism in Oxford. Universalists claim her. But she was not simply a Universalist.

She saw the best in Christian Science. I asked her directly, " Are you a Christian Scientist? " And she said, two years ago, " No, I don't know enough to be."

Since then, while I have no doubt she has as always relied more on the Divine Truth, she employed drugs and medical consultations. So much as she praised Christian Science and was broad enough to acclaim its good she did not become a Christian Scientist, though the Christian Scientists claim her.

Two Congregationalist clergymen, by her request, voiced her great life at the main memorial service at the end. Yet Clara Barton was not a Congregationalist. We can not claim her.

All that we can say is that her soul was too big and great for any system, governmental or ecclesiastical. She would use but break through them all. All can claim her but none can own her. We can not even claim her as an American. In every country, race, creed and clime, wherever there was pain there was her home and her domicile—The Cross.

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A New Pledge To Valor, To Patriotism and To Humanity

Patriots' Day 1912 Distinguished from all other Days in the Annals of this Board by the gathering of 900 of our Members in the Armory of our National Guard to listen to the Gallant Shuster, the Eloquent Luce and our Martial Guests

EXTENDING across the granite front of the Worcester County court house, just over the main entrance to the building, is this motto, cut in raised letters, visible to and read daily by thousands of people who pass through busy Lincoln Square: " Obedience to Law is Liberty."

Such a motto constitutes a basic principle of the Worcester Board of Trade, for upon it rests the fundamental purpose of the organization, as expressed in the preamble of the constitution of this Board: " * * * * And to concentrate their judgment and influence in forwarding such movements as shall tend toward the prosperity of the city."

Law and order are essential to the success of every community, and in arranging for the annual banquet of this Board, April 19—the greatest in the history of the organization—this feature was strongly brought out.

In other years commercialism had preference in the subjects treated by speakers. This year the Commonwealth of Massachusetts, the city of Worcester and the National Guard had the right of line.

In keeping with the nature of the addresses the banquet was held in the State Armory in Armory Square, the first time in the history of Worcester that a civic organization was given the use of the building.

Inability of this Board to secure a hall in Worcester sufficiently large to accommodate its increased membership made it necessary to appeal to the military authorities. Maj. Phineas L. Rider and other Worcester militia officers co-operated with the officials of the Board, and Adj.-Gen. Gardner W. Pearson very graciously gave permission to have the State Armory turned open to the Board of Trade members and their guests. The entire building was at their disposal, and for the first time since the handsome structure was built was there opportunity for a civic body of men to inspect the institution from basement to roof and see the elegant quarters for work and recreation which the Commonwealth furnishes its Worcester militiamen.

The banquet was the largest and most pretentious Worcester has ever seen. More than 900 members and guests—all that could be seated in the mammoth drill shed—were present. How many more would have attended had there been room is a matter of conjecture. Many requests for guests' tickets had to be refused two days before the event; tickets had been either taken by members or reserved for guests by earlier applicants.

In keeping with the excellence of the banquet the speaking was of the highest order. Seldom is it possible to secure six speakers for a single event, all of whom possess the faculty of holding the individual attention of such a large audience.

The 1912 banquet of this Board was the exception to the rule. All the speakers came up to the mark. Their subjects were timely ones and their delivery perfect. The only regret of the vast assembly of Worcester's representative business and professional men was that the flow of oratory had to cease, as the hour approached midnight.

Hon. W. Morgan Shuster, former treasurer-general of Persia, principal speaker and guest of honor, painted a vivid picture of Persia's oppression and events leading to his resignation, in his address on " Recent Events in Persia."

He was reserved until last speaker on the programme that his description of the diplomatic checks which are retarding Persia's progress might show up in sharp contrasts to the freedom and liberty enjoyed beneath the Stars and Stripes in a " government of laws not of men."

Pres. Edward M. Woodward, toastmaster of the evening, struck the keynote in his opening address. He was followed and supported in detail by Mayor David F. O'Connell in his address on " The City;" Lieut.-gov. Robert Luce in his oration on " The State "—considered by many the most eloquent address he has ever delivered; Adj.-gen. Gardner W. Pearson in his discourse on " The Relation of the Military Power to the Civil;" Col. E. Leroy Sweetser in his description of "The Militia at Lawrence," and Lieut. George C. Marshall, Jr., U. S. A., on " The National Guard."

The decorations, reception and entertainment of the banquet were probably never equalled in Worcester. The bare walls and dome of the long drill shed were hidden beneath hundreds of yards of flags and streamers of the national colors. Mounds of cut flowers and huge bouquets decorated each table. Handsome souvenir menus, copies of this magazine, song books and individual boxes of cigars were at each plate.

The military significance of the banquet was enhanced by the appearance of all commissioned officers of the four Worcester militia companies in full dress uniform. Non-commissioned officers and voluntary details from each company did duty about the various reception rooms and corridors.

Through the foresight of the Banquet Committee, of which Arthur C. Comins was chairman, not a detail had been overlooked, with the result that the entire event from the preliminary receiving and entertaining of distinguished guests to the final of the banquet went through without hitch or slip.

The catering was especially well handled. Though a temporary kitchen had to be installed in Battery B quarters, adjoining the drill shed, the food and service were of that high order which characterizes the most modern hostelries.

President Woodward in his opening address said:

" Your Honor, Mr. Mayor, Mr. Schuster, other distinguished guests, gentlemen:

" The Worcester Board of Trade extends to you a cordial welcome to its annual reunion and banquet.

" Our membership has reached such a number that this room is the only one in our city sufficiently large to accommodate us, therefore we were obliged to appeal to the State military officials for the use of it in which to hold our banquet, and we are indebted to Major-general Gardner W. Pearson, to the custodian, Maj. P. L. Rider, and to Capt. Harry C. Young of the Wellington Rifles, who waived his rights and privileges, for the use of this drill room on this day and evening in our favor. The

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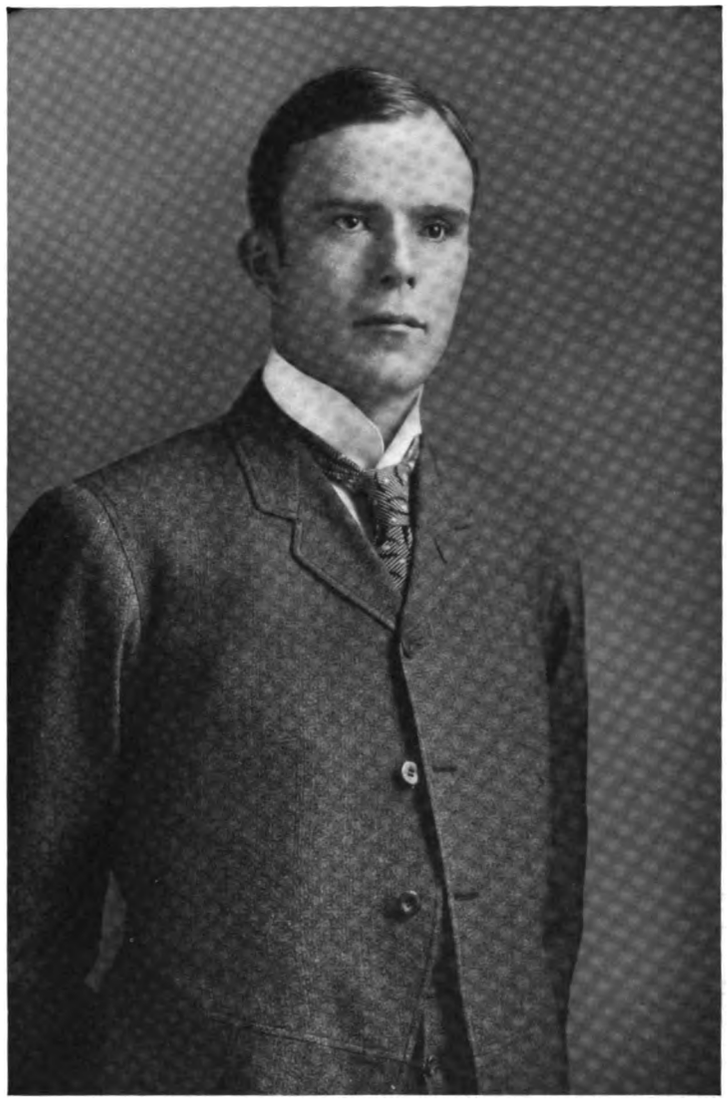
officers of the City Guards, Wellington Rifles, Light Infantry, Emmet Guards and Battery B have opened wide the doors of their respective quarters and have extended to the members of the Worcester Board of Trade and their guests a cordial welcome, and I assure them that their courtesies are sincerely appreciated.

"It was on the night preceeding the nineteenth of April, 1775, one hundred and thirty-seven years ago, that Paul Revere made his memorable ride to Lexington and Concord. Upon the foundations then begun has been built a nation of unprecedented growth in population and prosperity.

"Since that time the evolution which has been going on in all kinds of industrial pursuits is almost beyond comprehension.

"In recent years many Chambers of Commerce and Boards of Trade have come into existence and with their growing influence and valuable assistance the methods of conducting the business which has come before them has changed even from the practice of ten years ago.

"The demands on the Worcester Board of Trade are increasing each year in number, variety and magnitude. One great question before us is how can we exert favorable influence on the managers of industrial concerns to cause them to locate in Worcester. The Board can find concerns seeking to locate somewhere, and if they are looking only for a place in which to manufacture their goods it is possible that the Board may have some influence and can render some assistance; what we greatly need in Worcester is an up-to-date manufacturing building of liberal length and width, two or three stories high, with heat and power. I believe that the Board of Trade could find the tenants. When the entire building is rented or sold another like building should be erected. This is a project to be executed by an individual or a syndicate of gentlemen, with whom the Board of Trade would co-operate in any way it could. Many concerns, however, are not simply seeking a favorable place in which to locate but are also seeking funds to carry on their business. All the Board of Trade can do in such cases is to refer them to certain individuals whom it believes to be in a position to invest. Of course the investor requires some proof of the soundness of the new business. What I believe is needed is a syndicate of capitalists with which the Board of Trade can confer on such matters, and under the direction of which it should render all the aid in its power in investigating the value and condition of a business. The investor will then satisfy himself and will not depend wholly on our directors or a committee of the Board of Trade to determine whether the investment would be safe and profitable.



W. Morgan Shuster

"We should have in Worcester an auditorium, on the ground floor, with a seating capacity for 10,000 people, in which the Board of Trade could hold its reunions and banquets, in which expositions of various kinds could be held and capable of carrying the heaviest kind of machinery, as well as the lightest piece of fabric. With the auditorium we could make Worcester a convention city, and therefore advertise Worcester more prominently in all parts of our nation.

"On the suggestion of Pres. William H. Taft there will be held in Washington, beginning April 22 next, a national conference of representatives of business organizations, for the purpose of establishing a National Chamber of Commerce. The need of such a national organization has long been realized.

"It is significant that in each European country which has made notable advances in commerce and industry the business organizations of every section work together through a strong central organization, and that there is also, in turn, effective co-operation between this central body and the branches of government established to protect and promote their common interests. The development of the business of the United States has unquestionably been seriously impeded by a lack of such concentration of effort.

"The existing conditions make more urgent than ever the necessity for uniting the business men and industrial

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leaders of America, through their representative organizations, in a great central association, national in scope and democratic in character. It will bring to the attention of the business organizations in all portions of the country the large amount of work affecting commerce and industry now being done by the federal government, which, under present conditions, is little understood or realized.

"It will consider how the facilities of the government, established to foster, promote and develop our foreign and domestic commerce, can best be extended and strengthened. The Department of Agriculture by efficient constructive work has enormously increased the value of our natural products to the great advantage of the entire country. This has been accomplished largely through the co-operation of that Department and the farmer. If the departments of the government dealing with commerce and industry had similar support from the manufacturing and business interests of the country equally important and far reaching results would follow. It will bring about friendly and permanent co-operation between chambers of commerce, boards of trade and commercial and industrial organizations generally, and lead to the profitable exchange of ideas as to the best methods of work.

"One month ago we were informed that twenty-nine of the most prominent chambers of commerce and boards of trade had at that date promptly responded to the call, and Worcester Board of Trade stood number eight on the list. We are entitled to five delegates, according to our membership. By vote of your directors the delegates have been appointed who will attend the convention next Monday.

"It has been demonstrated that an organized body of men can accomplish satisfactory results where the individual would fail.

"With your co-operation the Worcester Board of Trade, through its directors, has and will accomplish beneficial results." (Applause.)

Mayor O'Connell was given an ovation as he arose to speak. He said:

HON. ROBERT LUCE
Lieutenant-Governor of Massachusetts

"Esteemed Guests:

"We look upon the Board of Trade as our most important organization, where the vital questions of the hour are handled in such an intelligent manner as to be of invaluable assistance to your city.

"We are working for the same common end, which is to increase the efficiency of our city and the welfare of her people, so it is only natural we should work together upon all important matters.

"Your members are men well qualified by experience to shape things to meet new conditions as they arise, and too much credit can not be given this Board for the manner in which it keeps in touch with affairs that pertain to the development of Worcester.

"You have the means at hand to mould public sentiment for the benefit of the community and this sentiment once created you are able to have it voiced by your chief executive and the members of the city government and State Legislature.

"This is a great controlling influence for good, and I am always pleased to get your ideas and suggestions on matters of public interest, as we are bound to get the best results by exchanging ideas on things we ought to know well.

"We know that the prosperity of our community depends upon its manufacturers and so we should place no obstacles in their path.

"We should encourage them and assist them in every possible way to keep them here. If the manufacturing interests were taken from our city it would be a serious blow and mean great loss to thousands of our people and retard the wonderful progress which Worcester has shown for many years, due to the inventive genius of many of our sons who have helped to build up large industries here and make the name of Worcester world wide.

"When a large number of our manufacturers come with a proposition we must listen with a calm judicial mind to their requests, and if they are reasonable, and they usually have been, we should grant their wishes.

"Our Board of Trade consists in a large measure of men who are the heads of Worcester industries. It also consists of men in other walks of life, but that these men may secure their livelihood it is essential that we have

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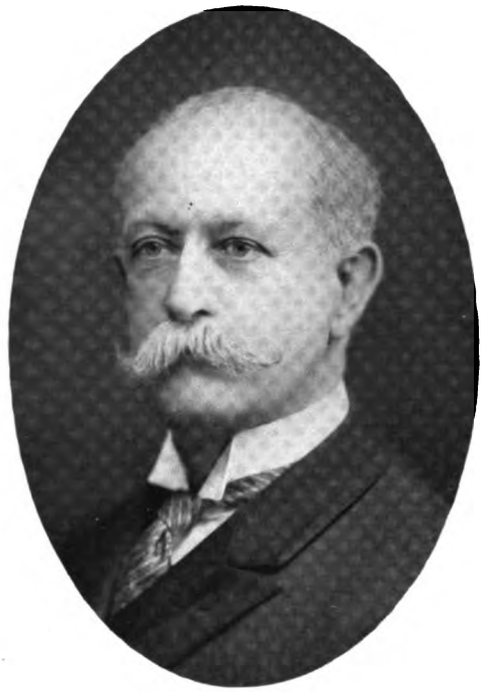
men first who are manufacturers. Therefore we should watch the legislation, both in our state and city government, to see that nothing injurious to those interests is



PRESIDENT EDWARD M. WOODWARD
Toastmaster

enacted, and also to see that there shall be made effective measures that will benefit those concerns, such as lower freight rates, quicker transportation, and other things that will serve best the interests of the growth of our city.

"To do these things you must mould public sentiment. Your interests are here and whatever increases your own individual prosperity must necessarily bring with it prosperity and happiness to the community. You are the upbuilders. Your success and prosperity is the success and prosperity of Worcester. Your alertness and vigilance in public affairs have assisted in making outside concerns realize that our city is one splendidly adapted for manufacturing, free from all evidences of social unrest found in other cities.

"Honest, upright, fair, square dealing with your men in all your undertakings has not escaped the notice of your employee and an appreciation of that fact has resulted in that splendid feeling that exists here between employer and employee.

"And I want to say right here that any foreign contingent that comes to Worcester with the idea of shattering industrial conditions will be met by the open arms of the mayor with all the force he can put behind them.

"Your unselfish and humanitarian spirit assisted me greatly in securing the probable passage of a measure in the present Legislature to remove several hundred unfortunate persons from the noise and turmoil and hustle and bustle of this thriving city to the placid quietness of a country town.

"As the head of this city it is my pleasant duty to co-operate with all forces that may assist in bringing prosperity and happiness to our citizens. You are endeavoring to bring that to your own individual self, but as I have said, whatever means success and prosperity to you is shared alike by all the people of this city, and I am glad to join with you in wishing your organization success in all the endeavors which you undertake, and at all times will I give a ready and attentive ear to all proposals and suggestions which you may deem beneficial to our city's fair name and progress.

"We are very fortunate in living in a clean city and we are proud of it. And we want to keep it a clean city and we will keep it clean at any cost.

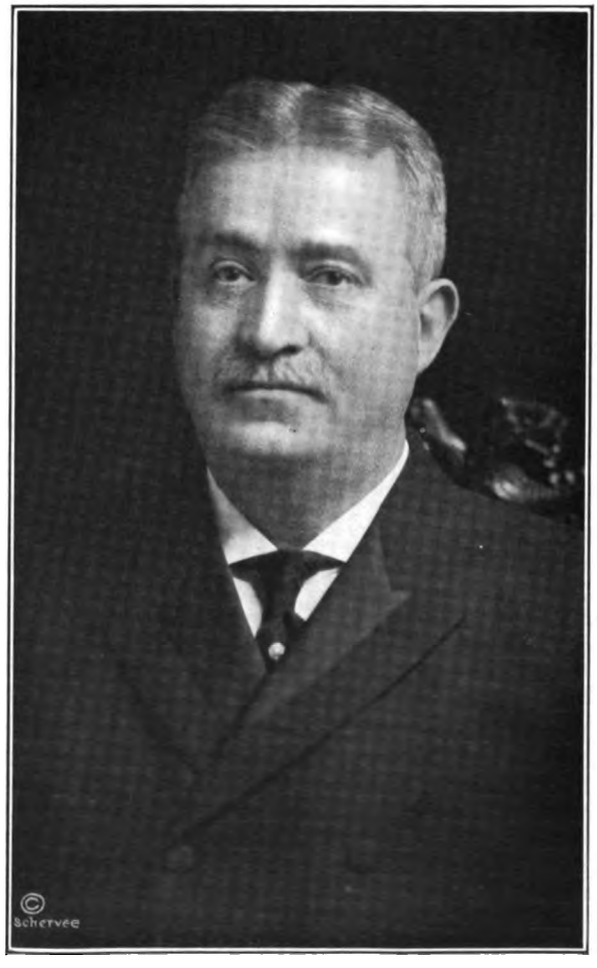
"There must be no half-way business about it.

"Any one man or body of men like the Board of Trade who performs its duty as best it knows how, actuated only by the best interests of all, is bound to receive criticism because you can not satisfy everyone, but criticism is to be expected and should be taken with good grace when honestly given. It is often a good thing and serves to put us right many times and urges us on for better things.

"So we should go about our work cheerfully, strong enough and fearless enough to look all matters square in the face, and instead of wasting time objecting to them seek to find some way to overcome them. We will then come nearer success in the end.

"That is why the Board of Trade stands for something in this community, on account of its fearless work which has brought untold results to our fair city.

"Since I have been mayor I have learned to more highly appreciate this organization, and I take advantage of this opportunity to sincerely thank the members of



MAYOR DAVID F. O'CONNELL

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the Board of Trade for the advice and assistance given to the city of Worcester, through me, its mayor.

" When I retire from the office of mayor I desire Worcester to be a city of peace, progress and prosperity; a city wherein dwells moral life, liberty and the unprevented pursuit of happiness; a city wherein the citizens will have visibly impressed on their hearts the great maxim, 'All for Each and Each for All.' "

(Prolonged applause.)

Lieutenant-governor Luce was given a rousing reception when he arose to speak. It was fully three minutes before the applause subsided so that he could begin his address.

After thanking the Board for the privilege to speak at such an important gathering he said:

" For more than two hundred and fifty years it was the custom of the people of Massachusetts to devote one day at the end of each winter to some measure of fasting and prayer in recognition of Divine Providence. Although that custom no longer continues the instincts of the human heart to which it responded will never perish, and on this holiday which is still a holy day, though changed in name and fashion of observance, those instincts justify a pause in festal ceremonies long enough to voice the emotions aroused within us by the calamity brought to our people through the perils of the sea. Horror, pity, sympathy for the moment struggle for expression. These will pass, but there will remain during many years the value of a lesson in sacrifice that however awful the cost shall make all mankind its debtor. When one strong man risks life itself and pays the forfeit for the sake of weaker woman or helpless child we applaud the act as that of a hero, but alone it does not assure us that other men would not be cowards. When, however, men by the hundred or the thousand face death that the weak and helpless may live then we renew, then we redouble our confidence in the chivalry, the nobility of human nature.

ADJT.-GEN. GARDNER W. PEARSON

" It may be debated whether a crisis like that of the Titanic, facing men suddenly with the issue, giving no time for reflection, does or does not call for a higher degree of courage than that shown by men who on the outbreak of war deliberately hazard the grave possibility of sudden death. Either episode calls for the admiration of mankind. So because we of America have had in times of peril to our homes large numbers of men eager to meet the dangers of the battlefield, because through their valor we have become a strong, prosperous and happy nation, we proudly take from each year's activities one day that we dedicate to patriots and patriotism.

" Not since Patriots' Day was established has there been greater need of using its opportunity to recall why the yeomanry of Massachusetts fought at Lexington and Concord and what they accomplished. Their grievances were nowhere better set forth than in the Declaration of Independence. The first of the facts they 'submitted to a candid world' in support of their denunciation of the king, was this: 'He has refused his assent to laws the most wholesome and necessary for the public good.' This they followed with six other allegations bearing on his interference with representative government. Such were the very foremost of the 'injuries and usurpations' they declared to have for direct object the establishment of a tyranny. In short they rebelled, in part, because of tyrannical interference with the orderly process of the making of laws.

" What was the next grievance? It concerned interference with the courts. Recollect one item: 'He has made judges dependent on his will alone for the tenure of their offices and the amount and payment of their salaries.' John Adams did not forget this when he drafted the Constitution of Massachusetts, for presumably from his pen came that twenty-ninth article in our Bill of Rights: 'It is essential to the preservation of the rights of every individual, his life, liberty, property and character, that there be an impartial interpretation of the laws and administration of justice. It is the right of every citizen to be tried by judges as free, impartial and independent as the lot of humanity will admit.' Therefore our judges are to be appointed and to serve during good behavior.

" The next and last article of that Bill of Rights distinctly distributes the powers of government between the three departments—legislative, executive, judicial—and forbids any one ever to exercise the powers of the others, 'to the end it may be a government of laws and not of men.'

" These are the constitutional fruits of the battle of Lexington that have had most to do with securing to every man those unalienable rights—life, liberty and the pursuit of happiness. An independent legislature, reflecting the deliberate will of the people, guarantees the orderly making of law. An independent executive, restricted to the application of law, secures its orderly enforcement. An independent judiciary, entrusted with interpreting the meaning of statutes and constitution as well as to declare what is the common law, protects the

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weak against the strong, the few against the many, compels justice between man and man according as what is justice has been determined by the voice of the people, acting through its law making representatives or expressed in the customary practice of centuries.

" To-day the air is filled with assaults on these foundation principles of our government. Legislature, executive, judiciary—all are the objects of attack. To create and establish these institutions was the work of the patriots we here commemorate. To defend and maintain these institutions is the task of the patriots of to-day.

" This does not mean that the methods of government should be above criticism. It may well be that as time passes and conditions change processes of detail must be modified. Perchance there are now too many impediments in the way of giving expression to the popular will. Perchance the power of the executive is needlessly hampered. Perchance there is too much uncertainty and delay in the administration of justice. Far be it from me to object to reform simply because it is change. That for which I plead is the preservation of fundamental principles. Recall that sapient observation of Montesquieu: 'The motion of the people is always either too remiss or too violent. Sometimes with a hundred thousand arms they overturn all before them and sometimes with a hundred thousand feet they creep like insects.' As one who a dozen years ago thought the people were creeping and strove as I could to stir them to faster action, to-day I would check their violence. Between the extremes of listless inertia and destructive turmoil lies the middle course that is the path of the prudent progressive. As for me I stand for reform, but not for revolution."

(Prolonged applause.)

Col. E. Leroy Sweetser

Adjutant-general Pearson was given a royal welcome. He went back into ancient history, telling of the rise and fall of Babylon, Persia and the ascendancy of Turkey, and the causes. Continuing, he said:

" The army of to-day can not be compared with that of one hundred years ago any more than your mills. In order to have effective fighting forces we must first have willingness to fight, and second knowing how to fight.

" In Lawrence the militia used a new weapon, fear. It may seem a waste for the State to spend nearly $200,000 to maintain order in Lawrence, but when the hidden diseases appear it is necessary to handle them with a strong hand.

" You had trouble in your own Worcester County, in Barre. The work of that platoon of Worcester policemen which was sent up there was one of the best jobs ever done in this Commonwealth. They did more than they knew. They restored faith in the civil instead of military authority, and that is why we held your military company with Captain Barrett at the head, in Worcester instead of letting them go on to Barre."

Colonel Sweetser, after responding to applause, said in part:

" The National Guard of the State was called upon to perform the most disagreeable duty it could be called upon to do, riot duty, to maintain law and order, protect life and property and protect the very mob itself from its own violence.

" The people in Lawrence were urged to violence by a gang of organized leaders, who do not, I believe, have the real interest of the workingmen at heart.

" It was a question at one time of the rule of the people or the law, and it was well that the strong arm of the law was able to handle the situation. It was a test of the militia of Massachusetts that they had not been called to face since the days of the Civil War.

" When we went to Lawrence it was the first time to my knowledge that troops have gone into a Massachusetts city when they were not received with cheers. They were met with hisses, and curses of all kinds. Not at that time nor since have they said a word in complaint.

" There was a reign of terror in Lawrence. After the troops took charge there was no more riot, not even a single pane of glass in the mills was broken. There were no large gatherings except in halls.

" We have been criticized for not shooting some of these people in the beginning. Some say it would have solved the whole situation. On occasions we could have fired perhaps legally and morally, but there were women in the front ranks of that mob, and Massachusetts soldiers are not going to fire on women.

" The situation was handled by strategy. We are all in sympathy with people who are trying to get more pay, but we were not in sympathy with the I. W. W. leaders who told these people that if they would continue to fight they would own the mills.

" I have received much praise for my part of the work

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in Lawrence, but I want to say that any other colonel in the militia of Massachusetts would have done as well, if not better."

Colonel Sweetser told of the assistance given the National Guard by the Board of Trade of his home city, Everett. Resolutions have been adopted by the Board in which the members have resolved to do anything in their power to help, and it was agreed that any members who have employees in the militia will insist upon their performing their military duty, that they will pay them their salaries while they are on duty, and that the time lost will not be taken out of their vacations.

Lieutenant Marshall gave statistics concerning the size of the standing army of the United States. There are 45,000 enlisted men in the service, he said, while in the National Guard there are 116,000. He said the public does not realize the amount of time and study necessary for National Guard.

"The business man ought to be careful that a certain proportion of the young men in their employ serve time in the National Guard," he said. "It is as important as fire insurance, and they should also remember that a National Guard officer has won one of the best recommendations possible."

Mr. Shuster said:

Mr. Chairman, Ladies and Gentlemen:

It is a great privilege to address this gathering, and it shall be my purpose, with the knowledge of the facts born of eight months of days of twenty-four hours each, to let you see what no address, what no newspaper articles, what no private letters nor even volumes of reports could bear in on your minds, as to the power which has been used, sometimes with the keen rapier-thrust of diplomacy, again with a reckless bravado, but always employed for the one purpose and to the one end of stamping out the rights of a people struggling to live as a free nation and to govern themselves. I speak without irritation or rancour of any kind, and my object in being here, apart from the pleasure of meeting this distinguished gathering, is to enable the people in this country the better to form an opinion as to the fairness and the justice and the wisdom of the political treatment administered to Persia and the policies pursued by two powerful Governments which have special interests there. I would not deny that I have felt a certain resentment as to the manner and form in which my dismissal from the office of Treasurer-General was brought about, but I am not poseur enough to claim that I have been irreparably damaged by it, hence I can speak here with at least a degree of impartiality. Circumstances largely beyond my control have placed me in the attitude of defending the cause of the Persian people before audiences whose view point and conclusions may do much to ameliorate the fate of that unhappy country in future, and it is this responsibility which makes me hesitate and desire to choose my words. For did I stand here merely to refute the many baseless charges which have been made in the press and from even more authoritative sources against me personally, I should regard this opportunity as a most pleasurable one, and should meet it with a light heart. I therefore feel that I may tell you, perhaps in a plain way, and as far as time permits, the inside history of certain events which took place between my arrival in Persia last May and the eleventh of January when I left Teheran.

LIEUT. GEORGE C. MARSHALL, JR.

In December of 1910 it was suggested to me by the Persian Legation at Washington that I should accept the post of Treasurer-General of Persia. I had never before dreamed of such a thing as re-organizing the finance in Persia, but the more I talked with the very eloquent Persian Chargé d'Affaires at Washington, and the more I looked into the Persian situation, the more I became tempted by the desire to secure justice for the nascent constitutional movement in Persia, and to see whether it would be allowed to go further, and whether something could be done along the line that everyone felt to be needed, which was, of course, a financial reformation. So I went, and before I started I had a clear understanding with my own Government as to their intervention in the matter, and I should say of that, in honor of truth, that the American State Department told me plainly that they had not, and could not have, any political or other influence of any kind or description in Persia, and that I went there as an American citizen, and as nothing else. I went on those conditions; and I never expected to be on any other conditions; I accepted only in the belief that there was an opportunity to do a creditable piece of constructive financial work.

On the twelfth of May I arrived with three American assistants to take charge of the so-called finances of Persia. The fiscal affairs were in a tangled state, or rather there was not anything to be tangled; the finances would have been tangled, if there had been any, and the Persian Government had no conception at all of what was necessary to rectify the situation. I found on my arrival, in fact before I arrived there from Persians with whom I had talked in Constantinople, where I stopped for five days, that since the time that the Persian Foreign Minister, Hussein Kuli Khan Navab, and the Cabinet, which had decided to seek financial assistants from the United States, had succeeded in putting that matter through, a slight change had taken place in Persian administrative circles, and they were not quite so sure that they wanted an American to take charge of their finances. I was told that there were people on the ground who had assured the Persian people that they could find the necessary financial advisers without im-

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porting talent from abroad. The first three weeks of our stay in Teheran were spent in talking with the Deputies of the Medjlis and Members of the Cabinet, and with people of all classes and of every shade of religious and political opinion.

I drafted a simple but efficacious law. I do not know whether it is still law in Persia or not. It consisted of twelve articles. It was very plain; anyone reading it could not possibly mistake its meaning; and the Medjlis, after public discussion, passed it by a practically unanimous vote. I told the Legislative Committee when I sent it up to them that I should not feel at all hurt if they refused to confer on any foreigner, especially having regard for their previous experiences, full power of that kind. The law being passed on June thirteenth, we set to work to enforce it, which of itself was a difficult task. The day that the law was passed I heard that the Russian Legation was dissatisfied with that legislation. The Legation put forth the view that they did not need any assistance from the Persian legislature with regard to the handling of the Customs, which were largely mortgaged to Russia and England, and in the charge of a number of Belgians. They said that they did not think that my control of the Customs was necessary to the general financial organization of Persia and that if the law was to be taken at its face value, they would seize the Custom Houses, and put in Russian subjects to manage them. This sounded like a mere threat; I may here confess that I was under a slight misapprehension. I had read the Anglo-Russian Agreement and the contemporary Blue Books with great care before I left Washington. I spent the voyage to Teheran on practically nothing else, and I thought I understood what the Anglo-Russian Agreement said, both in the English and the French. I have spent a few years of my life in interpreting documents for unwary people, and on this occasion I was evidently both the unwary lawyer and the unwary client. I made the crass error of taking that Convention at its word; in fact I could not take it in any other way, since there was little else to be taken. It said, amongst other things, that its object, which, so far as the Persian people are concerned, was the most important part, was to ensure forever the integrity and independence of the Persian people, and it was principally my sincere belief in the good faith of those who signed and promulgated that document that finally decided me to go to Persia. I think that when two powerful nations voluntarily take it upon themselves to proclaim to the world that they stand sponsor, at least so far as concerns their own acts, for the integrity and independence and sovereignty of another nation, one might assume that they would not seriously object to that nation pretending to exercise the simplest acts of sovereignty, such as legislating with regard to its internal finances; but the Russian Government apparently did, and its representative at Teheran was followed by a number of other Legations there who had interests of great magnitude in Persia, varying from several pensioners who received annual stipends to a subsidy for a school and a hospital, which one of the richest and most powerful nations of Europe has during recent years received from the impoverished Persian Government.

To shorten the story, I may say that for two months the re-organization work, with regard to Customs Services and a number of co-ordinate branches, was delayed and hampered with the full connivance of the Foreign Legations with the exception of the British, Turkish and, of course, the American. If it had not been for the fact that I was thoroughly convinced that it was a test case which they were making at the outset, I think I should have thrown up the task in disgust, but I concluded that I might as well let them exercise that force of which they had been doing so much talking. In July, as a result of the statement that I was compelled to make, that I was putting before the Medjlis the question of the cancellation of the contracts with the principal Belgian officials, the latter changed their tactics and agreed to abide by the law that had been passed.

The work of centralizing the financial control went on and the next incident which occurred was about the end of July when the service of Major Stokes as Military Attaché to the British Legation at Teheran came to an end. I thereupon committed the indiscretion of asking for him, and the British Government, apparently, as they afterwards thought, committed the indiscretion of stating that I could have him. At that time, which was near the end of July, the British Foreign Office itself, and I speak with all due respect, had not discovered that the appointment of Major Stokes was a violation of the even spirit of the Anglo-Russian Convention. When it did suddenly adopt this view, I regret to state that it did not inform me of the fact, and the only way I got the information was by inference, when some days afterwards a Joint Note was presented by the British and Russian Legations to the Persian Foreign Office announcing that the appointment of Major Stokes would be considered a violation of the spirit of the Anglo-Russian Convention, and that it would be followed by suitable measures to protect Russian interests. That is the first case of indiscretion to which I plead guilty.

It was upon those false reports sent to St. Petersburg, absolutely contradictory to the reports which I have the strongest reason to believe were sent by the Russian Legation at Teheran, that the Russian Government called for an apology from the Persian Government for something which had never occurred. The apology was made on the advice of the British Government, after Persia's offer to submit all disputed questions to the Hague Tribunal had been made to and refused by the Russian Government. When that apology was made it was hoped that the self-abasement, the humiliation, of the Persian Government had gone to sufficient lengths to appease even the most indignant Russian bureaucrat. But it almost seems that this apology made by the Persian Minister of Foreign Affairs in full uniform was exactly what was not wanted, because it did away with all possible pretext or justification for an increase of " Russian influence " in the Northern sphere in the form of sotnias of Cossacks. Therefore at the very moment that the Persian Minister of Foreign Affairs was complying with the demands made by this first Russian ultimatum, based absolutely on false reports, other even more unjust demands were being formulated at St. Petersburg, and the Russian Minister at Teheran shortly thereafter received instructions to inform the Persian Government that their apology as demanded by ultimatum No. 1 was duly accepted, but that, in the meantime an ultimatum No. 2 was being prepared.

With the terms of that second ultimatum you are possibly familiar. It demanded my dismissal; that my fourteen American assistants already in Persia should be subjected to the scrutiny and approval of the two Legations, and in future that all other foreign officials employed by Persia should be subject to that approval; a considerable indemnity was asked, and the ultimatum

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concluded with an omnibus clause, the purport of which, it seems to me, has never yet fully dawned upon the British people. It was that the Persian Government should agree to settle satisfactorily to the Russian Government all and any of the demands or claims whatsoever, which had been made or might be made upon it by Russia. A lawyer might consider that to be a cession of sovereignty; I do not know what view a diplomat would take of it. This ultimatum was presented, and in so far as the first clause which was directed against me is concerned, I have been informed that it was laid on two grounds. Those two grounds were, first, that I had appointed Mr. Lecoffre a British subject, to be a tax collector in the Russian sphere of influence, and, secondly, that I had printed and circulated in Persia a translation of my letter to the London *Times* last October, and had thereby greatly injured Russian influence in the north of Persia. Now to those charges, if there were any real force in them, if true, I reply this: That I did not appoint Mr. Lecoffre. I found him in the Finance department in Teheran when I got there, and he had been there for nearly two years. He was appointed long before my arrival at Teheran in the Russian sphere of influence in the north of Persia, and occupied quite an important position at the capital. I transferred him to a somewhat less important position, but one in which I thought he could be of greater service. I heard that a large amount of taxes had not been accounted for at Tabriz; I knew that he was familiar with the situation there, and I sent him for a six months' inspection trip. I moved him from one point in the north of Persia, where he had been serving for two years, to another point in the north of Persia. So much for Mr. Lecoffre and my alleged intent to violate the Anglo-Russian Agreement. As to the second charge about my printing and circulating my letter to the *Times*, the principal objection to it is that it is untrue. It is not true; that is all I can say. It is well-known to be untrue, so well-known in fact, that a newspaper in Teheran which did print and circulate it publicly admitted the fact the minute they heard that I was charged with having done so. So these two rather trivial charges for a great nation to direct an ultimatum against a weaker power, in addition, as I say, to being rather poor, lack the merit of truth.

Now that brings us down to the time when the second ultimatum was presented. As you know, the Medjlis refused on three different occasions to accept that ultimatum, and they refused it under circumstances of such pressure and danger to themselves, from the expected arrival of Russian troops in Teheran, that it was, to my mind, the greatest proof and demonstration that I had ever hoped to find of the existence of a true national spirit among the Persians. We all know how easy it is to let patriotism well up in our breasts in time of peace, and on the occasion of gladsome celebrations when there is no danger involved in the most fiery patriotism, but when a body of seventy Mohammedans, in instant fear of imprisonment or worse from a superior force, withstood day after day bribes and threats and efforts at intimidation, refusing to sign away the integrity and sovereignty of their country, I think it may well be taken to be an indication of a national spirit. I confess, for my own part, that I grew to love the Persian people in those days. I know their faults; their faults are principally those of environment and the conditions of the past more than that of the present, but we, in our private walks in life, will help a man who is down, will aid a man who has a vice if he shows even a faint glimmer or spark of desire to reform himself; sometimes we even try to reform men against their will, and I do not see why the good morals and ethics of helping an individual should be less generally applied in helping a nation, and when we add to the fact that to be sincerely helpful to the Persian nation would have been good morals, that it would also have been good strategy and made for legitimate trade, there is not much more to be said. The latter two are considerations with which I do not care particularly to deal, but in striving to find an explanation for a course which has brought woe on people within our power, we may even go so far as to wonder whether we have had at least such sordid measure of justification as self-profit for our actions, and that is a question, so far as the action of at least one Power in Persia is concerned, which I have never yet been able to answer to my satisfaction.

Now there are a thousand and one details, some of them interesting, some of them even dramatic, connected with the last two months of my stay in Persia. They would hardly be fit topics for a more or less public discourse like this. As I say, the attitude adopted by the Persian Medjlis—a body of men, numbers of whom I knew were marked for punishment, because of their well-known views in regard to upholding the last vestige of their dignity and sovereignty as an independent Government, could not fail to compel the respect of any man. I have heard the capacity of the Persian people to govern themselves attacked. That they were unskilful in practical politics and constitutionl government no one could deny, but it does not seem to me that we have the right to be quite so rigid in judging of the capacity of our neighbors; we should allow a little fuller opportunity for them to develop along the particular lines of their tendencies in the light of their customs, character and temperament. Five years is nothing in the life of a nation; it is not even a long time in which for a man to reform, especially if he has been a good many years in need of reformation, and yet after five years of effort, in the course of which the Persian people, with all their troubles and difficulties, succeeded in beating back a despot's attempt to wrest their throne from them—in spite of a bare five years, we are solemnly told that they are unfit and degenerate and incapable of producing a stable and orderly government. I do not believe it. I believe that the Persians were capable of establishing, and in a remarkably and astonishingly short time, a stable and orderly government, and I can only give it as my own experience, during the time I was there, that nine-tenths of the disorder in the Persian Empire was imported.

So much for the capacity of the Persian people and for their patriotism. I am not here to deliver a panegyric upon them; they have faults, and many faults, but the thing to my mind which was convincing on the point of whether these people should have been helped or whether they should have been crushed was that there was among them a body of patriots who, at the risk of their lives, and the almost daily risk, fought for principles which we all know to be sound, and for which we all would be willing, in case of necessity, to die to-morrow. But the fates decreed it otherwise, and the Powers arranged that, inasmuch as the Medjlis would not seize their pens and sign away their integrity and sovereignty as a nation, they should be dissolved, and that was done by a *coup d'état* executed on the twenty-fourth of December, when certain forces which had served their country up to that time, succumbed to some form of persuasion and

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did not oppose the dissolution of the Medjlis. The Medjlis was turned out of its Chambers, and the doorkeepers were turned out, and the gate was locked and a guard left to prevent all access, and at that moment the last vestige, be it great or small, of constitutional government in Persia disappeared. I had twenty deputies in my office not long after it happened, men whom I knew well, men in whose courage and intellect (many were of European education) and in whose hearts I believed. They came and they were torn between whether they should kill the Cabinet and attack the forces which had turned them out or kill themselves, and I, almost half-heartedly as to the first, persuaded them that they should do neither; that there was no good in killing themselves, and no particular good in killing any of their own countrymen, however false they had proved themselves, thereby giving any excuse for claims to be made by foreign nations that they were not capable of maintaining order. The fact that the last remaining element of the constitutional government of twelve millions of people could be wiped out in a day without a drop of blood being shed is alone an indication of the temperance, the moderation, and the self-restraint of the Persian people, which no other civilization in the world could give under similar circumstances.

After a careful review of these four incidents, running over a period of several months, I believe that one of two conclusions must be reached—either that the Russian and British Governments, and particularly the former in respect to the acts of its Consular officials in Persia, must have intended to pursue a policy calculated to destroy all hope of Persia's regeneration and upbuilding through the efforts of the people themselves, or those two Governments must have been continuously and grossly missinformed as to what was happening on the ground. Certainly no other hypothesis can reconcile the attitude which they took towards the constitutional Government of Persia with the actual facts of the case.

Now I cannot detain you much longer, but I would say a word in my own defence which I had not thought of saying, because after all its does not make much difference whether I personally was right or wrong in any discussions which have taken place over Persia, but the particular charge which has been laid against me is one which may or may not be true: that I lacked a certain finesse in recognizing that words do not mean what they say, and that diplomatic agreements sometimes have a secret code by which they must be read. If that be true, I must plead innocent in this case, on the ground that the governments which expected me to read into their solemn agreements meanings which did not appear from the words used, should have informed me of the code by which they translated them. They did not. I was after a very short time on the best of terms with both the Russian and British Ministers at Teheran. I esteemed them greatly as men of honour and of high ideals of justice. I cannot say anything more on this except that from the time I arrived to the time I left I never had an unpleasant word or an unpleasant discussion with them; we never even had a serious disagreement. They were Ministers Plenipotentiary in Teheran, and if I was tactless is discussing and arriving at conclusions with Ministers Plenipotentiary, then I suppose I must plead guilty, but it goes no further than that; and if I was indiscreet in finally giving publicity to things which were happening there and which had been happening there, without the world at large or the people of the governments who were participating in them knowing it, to that also I plead guilty, but I did what I did, inasmuch as it concerned an interest far more important than me personally or my staying in or departing from Persia, after consulting the representatives, the elected representatives, of the Persian people, and asking them whether they preferred to be slain in a dark alley or to have the crime committed in the public square; and their verdict was: in the public square.

Now I finish these words of explanation with the hope that what has been said this evening may foster an interest in a country whose people to-day, even with all they have suffered, still yearn for an opportunity to become a third-rate nation in the world; a thing which they should be. Why a little prosperity on their part should be feared so much, I cannot understand. They are a Mohammedan people, and have a different creed from ours, but in their government they have done what no other nation would have done, they have adopted almost wholesale the ethical codes of the most enlightened and liberal governments of to-day, have clasped them to their bosom and asked only to have their footsteps placed in the paths leading to those principles. They know in general terms that we believe in the Ten Commandments, and with their simple, and in one way childlike minds, they cannot understand how a people believing in the Ten Commandments could accord them the treatment which they have received. I have had that very question put to me. They do not understand that international politics have no time for the Ten Commandments and do not even pretend to work on an altruistic or Christian line. I think we would be foolish to deny that unpleasant fact, or to look for anything different just at present, but I do believe that we have seen something like a carnival of injustice in the world in the last few years, and it is still going on, but that it has been an artificially produced carnival, because it has not been demanded or desired by the peoples of the world.

Some of our diplomats apparently suffer from the desire to show how complicated they can make diplomacy; just as some of the professional fakirs of a generation or so ago went through the patter of their profession in order the more to impress the public. But I believe a change is imminent. I believe that a time is coming, not so very far off, when diplomacy will run as clear as a mountain stream, just as the great leaders in business have found that clean and straight-forward financial methods, though not always so rapid, are better and more profitable in the long run.

I hope for the sake of the Persian people, in whom I shall ever cherish the deepest interest, and to whom I owe a great debt which I can never repay—that this gathering may be taken to indicate that the American public has not lost interest in this little weakened, war-cursed country, and that the British nation will obtain for Persia a degree of fair dealing in the future, even at the expense of undoing something that has already been done, and of retracing a road already traveled, and when I say I express that hope, it here becomes more than a hope, because I know that, however inelastic forms of government may be, and necessarily so perhaps, when the knowledge of an injustice is brought home to a great people and they understand it, no matter what the circumstances or what the cost may be, their vote will be given to right it.

(Prolonged Applause.)

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The Annual Meeting

Special Committee Appointed to Consider Increased Scope and Funds for the Organization. Most Successful Year in the History of this Board. Work Recounted in Reports of Officers and Committees. Early Establishing of a Traffic Bureau Anticipated. Officers Elected and Directors Organize.

THE annual meeting of the Board, held April 16, was in many ways the most important in the history of the organization. In addition to the presentation of a set of committee reports which are considered among the best ever put before the members, and the election of directors and other officers a definite step was taken toward a more equitable plan of assessing dues than the flat rate now in operation.

The members unanimously accepted a recommendation of Sec. Herbert N. Davison to empower Pres. Edward M. Woodward to appoint a committee of five members, of whom the president would be one, to be known as a Special Committee on Increased Scope and Funds, to consider the entire matter and report at the next annual meeting or sooner if possible. The committee consists of President Woodward, Albert C. Lorion, Luther C. Brown, C. Herbert DeFosse and Charles T. Tatman.

Among the many optimistic reports of progress given on various matters one of the most important came from the Committee on Transportation and Railroads, Mr. Louis H. Buckley, chairman. The committee has been carefully studying the advisability of creating a Traffic Bureau in connection with this Board, and the pleasing announcement was made that preliminary steps toward the formation of such a department would probably culminate early in May, when Ernest L. Ewing, Grand Rapids, Mich., one of the best known traffic managers in the West, would come to Worcester to organize such a bureau.

Considering the weather the attendance at the meeting was most gratifying. A heavy electrical and rainstorm, the first of the season, broke early in the evening and continued until 9 o'clock, thereby keeping many members at home.

The meeting was called to order at 8.15 o'clock by President Woodward.

These officers were elected, as nominated: Directors for four years, Charles H. Norton, J. Harvey Curtis, Arthur R. Haven, C. Herbert DeFosse and Mark N. Skerrett; directors for three years, Hartley W. Bartlett, succeeding Charles E. Hildreth, resigned; treasurer, H. Ward Bates, succeeding Albert L. Stratton, resigned; clerk, Dana M. Dustan, re-elected; auditor, H. Lennox Bray, re-elected.

Immediately after the annual meeting the directors went into executive session and organized with these officers: President, Edward M. Woodward; vice-president, Albert H. Inman; secretary, Herbert N. Davison; executive committee, President Woodward, Vice-president Inman, Hon. Daniel E. Denny, Louis H. Buckley and Marcus L. Foster.

Votes of thanks were extended in the annual meeting to the officers and members of various committees for their work during the year, and on motion of Vice-president Inman it was voted to have 1200 copies of the minutes of the meeting and reports of committees printed and distributed among the members.

The address of President Woodward is given in full as follows:

Members of Worcester Board of Trade:

We are again assembled at our annual meeting at the end of another year, a year which has been one of activity, and closes with a larger membership than at any time in the history of the organization. Growth produces success, while decrease in membership tends towards failure. The corporation is now on a solid basis financially. All money received is accurately accounted for, each invoice is audited and ordered paid on a voucher signed by the secretary and president. A monthly statement is presented to each member of the Board of Directors at their regular monthly meetings. The system of bookkeeping introduced this year produces intelligent and correct information. Our enlarged quarters are not only ornamental, but extremely useful, the committee rooms being used almost daily.

The demands on the Board of Trade are increasing in number, variety and magnitude. Our efforts to bring industrial concerns to Worcester can be made more effectual by a personal interview with the managers than by correspondence. This would lead to more prompt and satisfactory results, but would mean that our secretary would be obliged to travel more in the future than he has in the past. I therefore recommend that a committee be selected to revise the By-Laws, and recommend ways and means for obtaining more funds with which to carry on the progressive work of the Board of Trade.

The *Worcester Magazine* has brought great credit to our Board of Trade, and is a financial success, which is due to the skillful management of the Publication Committee, of which Mr. George F. Booth is chairman.

Many of the committees have given a great deal of time and energy to the subjects which have been referred to them. Their work has been conducted along lines of sound judgment and unselfish interests.

As I do not desire to enter into details of the work of the various committees, so efficiently carried on, and in order to avoid repetition of what will be presented to you in the various reports, I must make my report very brief. Therefore, I respectfully refer you to the reports to be made by the various committees, which reports will speak for themselves, and to the secretary's exhaustive report which will present the year's work, to the treasurer's report, in detail, of our finances, and to the auditor's exhaustive report, which thoroughly analyzes the various accounts, a report such as we never have had presented before, and which I am sure you will appreciate.

I hereby acknowledge my sincere appreciation of the loyal support of the members of the Board of Directors, and all the officers and employees of the organization.

To me it has been a year of pleasure to be associated with a body of public spirited men, willing to sacrifice their time and pleasure for the welfare and prosperity of others.

I hereby express my sincere appreciation for the courteous and untiring assistance rendered me by Mr. Herbert N. Davison, and the energy and self sacrificing manner in which he has conducted the affairs of his office as secretary of the Worcester Board of Trade.

And now as we enter upon this new term let it be with the hope that as the opportunities for service become larger and larger that we shall not be found wanting in our ability to perceive those opportunities, and with the determination that as the demands on the Board become greater and greater that we will use our best efforts to fulfill those demands.

The report of Secretary Davison, recounting the work of 1911 and containing recommendations for increased scope in 1912, reads as follows:

The Worcester Board of Trade concludes to-night the most prosperous and successful year in its history. With a membership rising 1100, with the finest quarters possessed by any commercial organization in the East and with an influence as broad as the country itself this Board is ready now to attack the constructive problems that confront it and are pressing for settlement.

It will be impossible in the limits of this report to so much as outline them all, but we shall hope to indicate some of the more pressing. It is as annoying to the officers of this Board as it is to our critics that we can not make haste faster on all the matters under consideration, but our financial limitations will not permit of our traversing the ground necessary to arrive at correct conclusions any

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OUR NEW DIRECTORS AND TREASURER

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faster. The problems that this Board is attempting to solve in common with the rest of the community are problems that we have inherited, and many of them ought to have been settled twenty years ago. Every year that the settlement is delayed the problem becomes more costly as well as more vexatious, and yet Worcester as a whole seems to think that the Board ought to settle these matters not only offhand but literally without money and without price. When I hear the Board criticized for not having done this, that, or the other thing, knowing the circumstances as well as I do, and how honestly and conscientiously we are all striving to do the very best thing for Worcester, it sometimes seems as if I would like to add a new beatitude to the list, running something like this:

Blessed are they who are willing to shoulder a part of the blame for their own failures and who know that to disagree is not always to be dishonest.

And this brings us squarely to what is perhaps the crux of this report.

The Worcester Board of Trade, as every man here knows, long ago outgrew its quarters on the second floor of this building, and the pressure upon the organization, both from inside and outside, finally became so intolerable that it was absolutely necessary to make some substantial move towards an enlargement of its facilities. Accordingly a committee was appointed from the membership to take the whole subject under consideration. Mr. Charles E. Hildreth, who had long been a firm believer in modernizing the Board and giving it a better home, was appointed, under President Tatman's administration, chairman of a committee, which was given the appropriate title of Committee on Proposed New Organizations, and in that capacity he labored long and zealously to work out a plan which should provide fine quarters and new, modern machinery for the use of the Association. A careful canvass was made of available sites both for building and rooms, but the question of expense in almost every case was so large as to appear prohibitive at present, and the final conclusion arrived at by the committee and officers was to remain in the present building for at least three years, and a lease was accordingly drawn up for that period, the Board taking over all of the building above the bank.

This gives us an opportunity for growth at this point, should we desire it, and as all the rooms we do not occupy are sub-let to permanent tenants at a substantial rental our own outgo for rent is but very little more than it was before, and we have secured in place of two rooms and the hall three other highly desirable offices.

Furthermore, the bank has placed all of these offices in excellent condition, spending on the decoration and improvement almost $3000. The Board has spent a like amount in new furnishings, thus adding materially to its assets. Among our other substantial acquisitions is a new Vose piano, which the Board has purchased of the Marcellus Roper Co., for the use of the Glee Club. For years this Board has rented a piano, paying therefor $40 a year. It now owns its own instrument.

Naturally the work of making the repairs upon the building, including the laying of new floors, the tearing down old partitions and erection of new ones, cutting through doors, painting, paper hanging, electrical work, etc., interfered materially with the office work. The employees had to work for weeks last year not only in the midst of turmoil and confusion, but subject to all sorts of distractions due to emergency demands for the settlement of this, that, or the other problem which involved the future usefulness of some one of the apartments in question. It is believed that every possible contingency has been provided for, and the tremendously increased use of the rooms by all sorts of bodies as well as by the members themselves would seem to indicate that the Committee on Rooms had planned both wisely and well.

The whole effort was to make the place attractive and useful not only to the officers of the corporation but to the members. The one great lack of the city of Worcester has been for years a place where conferences could be held in the heart of the city and secure absolute privacy. This lack the Board has erased. We have two rooms always available that can be secured by giving the secretary twenty-four hours' notice, and frequently in less time, where a group of business men from two to twenty in number can be pleasantly accommodated. These rooms are fitted with telephone instruments attached to the private branch exchange maintained in the office, and any visitor can keep in as close touch with his business as he could in his own home. Furthermore, in one of these rooms the telephone is so situated that the room in which it is placed can be converted into a sound proof booth.

I have gone into this matter rather extensively as I find that there are still some of our members who do not appreciate what we have done for them and are not aware that these privileges are open to them.

The library is another room that ought to be used more than it is. It has been specially fitted up for the members' use. It is equipped with all the trade literature available, consular reports, daily newspapers, writing desks and other paraphernalia characterizing a first-class club, and the members ought to use it as such. It is idle for the officers to provide facilities for the members and then not only have the latter ignore them but complain that they don't see what good the Board of Trade is to them. A man ought to be stopped from complaint who does nothing but criticize and never comes here to investigate what we have done and what we are trying to do. Luckily there are not many such critics and they are growing fewer all the time. When the members really come to appreciate the rooms at their true worth they will be as proud of them as the officers are and they will use them as freely.

As a matter of fact the ordinary member of the Board does not appreciate the value he gets back for his ten dollar investment. The Boston Chamber of Commerce and practically every other commercial body in this country compels its members to pay for their tickets to the annual banquet, and the dues in the Boston Chamber of Commerce are $25 a year besides. In the year ending April 1, 1911, the members paid into this organization, as the treasurer's report showed, precisely $6770 in dues. And yet the expenses for running this organization that year amounted to $18,658.65. In other words the members paid just about thirty-three cents on the dollar towards the bills of the organization, and over $1900 of that money went into the annual banquet, leaving less than $5000 to meet all the other expenses, including salaries, rent, light, etc.

It is obvious to any thinking man that any such condition of things, if it existed in his private business, would not be tolerated. As a matter of fact last year and the year before that and every other year that I have been secretary my principal burden has been to secure revenue enough to carry on the work of this body. Although I am technically known as a secretary my principal function has long been that of a business manager, and had it not been for the income derived from the *Magazine*, from rentals, and from interest it would be impossible to carry on the work of this Board.

Not a cent of our money is squandered, and yet with an increasing membership it grows more and more difficult all the time to satisfy the constantly increasing demands made upon us for money. The organization has faced and solved for the time being at any rate the problem of providing new and adequate rooms in which to work, and it must now face the problem of providing sufficient revenue to make the machinery of the organization more effective. It is extremely unjust to continue to impose upon the *Magazine* the lion's share of the burden of carrying on the Worcester Board of Trade. That it has always borne this load is no reason why it should continue to.

A Special Committee

I would therefore recommend that the president shall appoint a special committee of five, of which he shall be one, from the whole body, to be called a Committee on Increased Scope and Funds, who shall take this matter under consideration and report at the next annual meeting, or sooner if possible, a more equitable plan of assessing the dues than the flat rate now in operation—a plan that shall permit of a minimum due of $10 and such increases over that sum as the advantages secured shall warrant.

This is the plan worked out by the Board of Commerce of Detroit, the Chamber of Commerce of Buffalo, the Association of Commerce of Grand Rapids, the Cincinnati Commercial Association, the Cleveland Chamber of Commerce and practically every other large effective commercial organization.

At the present time there are many churches in Worcester with a larger revenue than the Worcester Board of Trade enjoys, and yet we are attempting here to conserve the destinies of 150,000 people and more than $60,000,000 worth of commerce on a paltry $20,000 a year—more than half of which is contributed by the *Worcester Magazine*. Duluth with 75,000 people spent last year $56,000 on its Commercial Club, and is preparing this year to appropriate $70,000 to the uses of that organization.

We have gotten into an era of big things in this country, and the Worcester Board of Trade, if it is to keep this city commercially in the first rank, must be equipped with funds enough to meet on an equal footing financially every other community with which it is contending.

The popularity of the Board is so great at the present time that I am always glad when I hear it criticized. Indeed, instead of resenting criticism we ought rather to welcome it and endeavor to profit by it, for as long as we are abused we shall certainly be in no danger of encountering that woe which is pronounced upon those of whom all men speak well. And a Board which has almost doubled its membership in three years is perilously near that fate. In June a special canvass by the Membership Committee, under the stimulus of a $125 silver loving-cup offered by David H. Fanning to the squad obtaining the most members, resulted in adding 150 mighty desirable names to our rolls and additions since that time have carried our total membership nearly to the 1100 mark. The squad making the finest showing in the June contest was headed by J. Harvey

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Curtis, and all of his assistants worked well, but this report would not be complete without special reference to the work done that month by Mr. Evan F. Jones who, as a result of his efforts, has the proud record of having brought more men into this organization in less time than any other man in its history. Besides Messrs. Curtis and Jones the other members of the winning squad were Thomas T. Schouler, John L. Sewall, Henry P. Savory, Timothy J. Hurley, Clarence J. Abbott, Gustaf A. Berg, James P. Hamilton, Edward P. Ingraham and Harry W. Goddard.

The Board has suffered the loss of one of its directors and many of its best known and most valued members during the year. The list of those that have been summoned by the death angel is as follows: Charles A. Chase died June 5, 1911; Otis E. Putnam died June 9, 1911; Horace H. Bigelow died July 3, 1911; W. T. Bishop died Oct. 13, 1911; Arthur W. Parmelee died Dec. 22, 1911; Thomas T. Schouler died Jan. 29, 1912; George Boepple died Feb. 5, 1912; Franklin B. White died Feb. 15, 1912; Milton P. Higgins died March 9, 1912; Theodore C. Bates died March 11, 1912; Edwin S. Pierce died March 22, 1912; Charles H. Flint died April 4, 1912. May they rest in peace.

The past twelve months have been filled with zealous effort for the betterment of Worcester, a list of Board of Trade activities during that period embracing no less than eighteen different projects.

Our greatest achievement possibly was the launching of the new and much needed hotel project, but the other matters all touch Worcester closely, even if they do not possess so wide a measure of popular appeal.

A list of Board of Trade activities during this period includes:

Investigation and report on the sources of water supply by the Committee on Municipal Affairs during the water famine last summer, and subsequent action preventing pumping Coes Pond water into the city mains.

Launching the new Bancroft Hotel Company—perhaps Worcester's greatest need in some ways.

Successful attempt, under leadership of Special Committee headed by Arthur C. Comins, to save Washington Square to the city in its entirety with the picturesque old Norman tower on the old Boston & Albany station, this civic contribution being most valuable in an educational way to the traveling public, providing a fitting setting to our new station and assuring the business world freedom from congestion at a busy point.

Saving to the city in general one of its three passenger stations—that at South Worcester—after it had been eliminated by decree.

Agitation to overcome the reproach that Worcester is a signless city as far as its great manufacturing plants are concerned.

Constant consideration of railroad problems, including the demurrage question in all its phases, the recent freight embargo on the Boston & Maine and Boston & Albany railroads, grade crossing eliminations, the matter of new side track facilities with their relationship to industrial cities, improved passenger and freight train service, etc.

Improved street railway service both urban and interurban based upon material changes and additions secured in the original draft of the extremely important Worcester, Springfield and Berkshire Street Railway bill now before the Legislature, and which proposes to spend $3,000,000 developing the Worcester Consolidated Street Railway in and about Worcester.

Preliminary steps toward the formation of a Traffic Bureau, which will culminate next month when Ernest L. Ewing of Grand Rapids, Mich., perhaps the best known traffic manager in the West, will come here to organize the Traffic Bureau in this city.

Determined efforts to secure the entrance of the Grand Trunk Railroad into Worcester through a branch built from Douglas, and assurance from President Fitzhugh that if the Legislature will grant the necessary permission the road will be built in 1913.

Organization of the Worcester County Legislative Delegation, and spread of the doctrine that "In Worcester We Aim at Excellence" through the medium of 100,000 green and gold seals thus stamped, purchased by Worcester business men for their correspondence and sold to them at cost by this Board.

Repeated appearances before the Legislature against the Minimum Wage bill, in favor of perfecting the Workingman's Compensation Act, in defense of the proposition that the Southern New England Railway should extend its lines in Massachusetts, and continued investigation into existing conditions and needed improvements at Lake Quinsigamond, including the possibility of the erection of a new $90,000 concrete bridge in the Causeway, this by the special Lake Quinsigamond Committee.

Far reaching investigation begun into the whole subject of city planning by Committee on Municipal affairs, as a result of Street Congestion commissioner's report.

Buy in Worcester Campaign

Organization authorized of a special committee to spend $3600 in conducting "Buy in Worcester" campaign, provided Worcester Merchants Association and Worcester Publicity Association co-operate, Vice-pres. Albert H. Inman, chairman.

Exhaustive investigation into the Better Housing problem in Worcester by a special committee, which has drafted a bill for the formation of a company and proposes to enter in a practical way on the proposition of erecting low priced houses for sale—the first genuine attempt ever made in this city on a broad scale by any institution to provide the workingman with something better than a three-decker for a home.

In addition to all the above and numberless minor matters the *Worcester Magazine* has concluded another successful year, manifesting its vitality not only by a profit but by a larger number of readers than ever before.

I shall not attempt to expatiate seriatim on all the matters enumerated above, but there are some of them that ought to be set forth at length and one of them is the hotel proposition, which is peculiarly the child of this Board, and will be when erected its most conspicuous monument.

The facts are these:

The possibility of securing a modern up-to-date first-class hotel in this city was first brought to the attention of this Board by Mr. Alfred L. Aiken, during the administration of Ex-pres. Charles T. Tatman.

At a meeting of the Board of Directors, held Thursday evening, Nov. 10, 1910, (I quote from the record) "The secretary then presented the correspondence had between Mr. Alfred L. Aiken, president of the Worcester County Institution for Savings, and Mr. Frank A. Dudley of Niagara Falls, N. Y., president of the United Hotels Company, with reference to the erection of a new modern first-class hotel in this city. The directors received this announcement with much pleasure, and it was on motion of Mr. Charles E. Hildreth seconded by Mr. Albert H. Inman.

"Voted that the plan of building a new modern hotel in this city be endorsed heartily by this Board, that we will help it in every way possible and that we believe it will be a paying proposition."

Mr. Tatman, with his characteristic continuity of purpose, set about securing local financial support for the project, repeated meetings were held by the executive committee with Mr. Dudley and finally, Sept. 13, 1911, Mr. Tatman, who had in the meantime retired from the presidency but not from the directorate, sent this letter to the secretary to be presented to the directors:

"Herbert N. Davison, secretary,
11 Foster Street, Worcester,

"My dear Mr. Davison:

"As I am not able to be present at the meeting of the Board of Directors to-morrow evening I will write a brief report, at your request, of the present status of the movement for a new hotel.

"In the summer Mr. Frank A. Dudley of Niagara Falls, N. Y., came to Worcester and met the Executive Committee at the offices of the Board of Trade. Mr. Dudley is the president of the United Hotels Company, a corporation having much to do with the promotion and operation of hotel properties in several large cities.

"Mr. Dudley stated that he believed that a first-class hotel would pay in Worcester, and that the lack of such a hotel was the most important want of this community.

"He said that he would advocate a hotel of about 200 rooms, to cost, land and building complete, approximately $600,000, of which amount about one-sixth should be the proportion for land.

"He said that $300,000 of this sum ought to be raised by a first mortgage of the real estate from a local savings bank. He said that if a local bank would not take such a mortgage he would find someone outside who would do so.

"The balance of the cost, $300,000, should be raised by the sale of preferred stock in a corporation to be formed, or of second mortgage or "consolidated" bonds, bearing dividends or interest of an ordinary amount such as, possibly, 6 per cent.

"Mr. Dudley also advocated issuing common stock to the amount of $300,000, of which his company demands one-half, or $150,000, leaving the balance of $150,000 to be given away as bonus at the rate of one for two of the preferred stock or bonds.

"His plan includes the formation of a separate corporation to be financed and controlled by Mr. Dudley and his associates, they guaranteeing to put from $100,000 to $150,000 worth of personal property into the hotel through this company, agreeing that said property shall not be encumbered. The operating company would take a lease of the real estate for a term of thirty years, paying a rental which would take care of all fixed charges, including taxes, interest on first mortgage, interest on second mortgage bonds or dividends on preferred stock, as the case may be, and enough more for a sinking fund, so that at the end of thirty years the hotel com-

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pany would have funds enough to pay and retire the $300,000 mortgage; the operating company to keep the property in first-class repair, inside and out, and to restore it to the hotel company at the end of thirty years practically as good as new.

"Mr. Dudley asked the Executive Committee to choose an attorney to ascertain what the prospect would be of getting some of the representative citizens of Worcester to become interested and to do the legal work incident to the formation of the corporations and getting the business under way. Mr. Tatman was chosen without objection. Mr. Dudley also asked the committee to select a list of names of Worcester men considered eligible for a board of directors.

"This selection has been made, and I have interviewed practically all of the gentlemen named. The result has been most gratifying. All acknowledged the great need of a first-class hotel in Worcester, and all pledge their hearty moral and financial support. Nearly all think that the $300,000 necessary can be raised in Worcester, and those one or two who are inclined to doubt it are sure that it ought to be possible.

"Mr. Dudley says it ought to be done within thirty days from the time a start is made, and if not in sixty days it can never be done. It is understood that he has accomplished stock salesmen who can be put to work here as soon as the beginning is made.

"At least three sites have been suggested for the hotel. That matter will be entirely for the Board of Directors, when chosen. Mr. Dudley requires that two of his associates be provided with places on the Board of Directors.

"He is willing to spend a reasonable amount in preliminary work, such as making architectural plans, without reimbursement, except in case the matter is put through successfully to a finish. He is not willing to advance money for procuring of options on land or for paying the fees of the secretary of state for incorporation expenses.

"Mr. Dudley has appointed to meet the gentlemen who have been interested in his project on Monday, Sept. 18, at 10.30 a.m., at the offices of the Board of Trade. It is hoped that the entire plan for this new hotel be kept rigidly confidential for the present, as a premature publication of the matter would embarrass the whole project and especially with reference to procuring a suitable site at reasonable cost. Therefore I ask particularly that the gentlemen of the Board should not divulge anything with reference to the plan for a new hotel, relying upon those who have the matter more specifically in hand to choose the right moment for publication.

"Very truly yours,

"Charles T. Tatman."

Organization of Hotel Company

In accordance with his suggestion on Monday, Sept. 18, 1911, at 10.30 a.m., a conference was held in these rooms, presided over by Pres. Edward M. Woodward, at which there were present: Vice-pres. Albert H. Inman, Ex-pres. Charles T. Tatman, Ex-pres. Harry W. Goddard, Hon. Daniel E. Denny of the Executive Committee Richard C. Cleveland, Alfred L. Aiken, Alfred Thomas, Charles L. Allen, Frank A. Drury and Chandler Bullock—all of whom are members of this organization—and it was then and there voted not only to build the hotel but to empower President Woodward to appoint a committee of three to have in hand the incorporation of the company and to do whatever preliminary work is necessary.

The president subsequently appointed as such committee: Messrs. Charles T. Tatman, Charles L. Allen, F. A. Drury. Mr. Tatman is clerk of the corporation that is now erecting the hotel, Mr. Allen, president, and Mr. Drury, treasurer.

The United Hotel Company which is to operate the house manages the Ten Eyck in Albany, the Onondaga in Syracuse, the Seneca in Rochester, the Utica in Utica, the Iroquois in Buffalo, the Portage Hotel in Akron, Ohio, and a large number of others, and is considering the erection of a new one in Salem.

It believes that Worcester is a strategic point in New England for such a hostelry as it desires to conduct, first-class in every particular, and when it is done it will bring to this city hundreds and thousands of people that have dodged Worcester for years because of our inadequate hotel facilities. The civic transformation in Rochester, N. Y., is absolutely due to her new hotels, all erected in the last seven years, and what has taken place there will take place here. Worcester will be a hundred fold more desirable city to live in and do business in when this hotel is completed than it is to-day; for every line of trade will be stimulated by the visitors it brings here, and the Bancroft ought to be loyally and enthusiastically supported not only morally but financially by our moneyed men and particularly by our merchants who are destined to be directly benefitted by it.

In this project a few Worcester men have given such a splendid exhibition of public spirit free from all mercenary taint that it ought to put to shame their critics. While the investment is regarded as eminently safe by all the subscribers not one of them expects to get rich out of the proposition, and every aid that the city and the citizens can give them, whether it be the widening of Park Street or the purchasing of stock, ought to be done whole heartedly and at once. Certainly this city as well as this Board will always be under a profound debt of gratitude to Mr. Charles T. Tatman for the tenacity, diplomacy and resourcefulness manifested by him in crystalizing the latent sentiment here for a hotel into an actual structure.

It is expected that the building will be completed next year, and the Board hopes to have the pleasure not only of dedicating it to its new uses but of utilizing it freely afterwards in its varied activities.

The South Worcester station matter is another subject which deserves some illumination.

It was popularly supposed when the southern and western railroad crossings at grade were eliminated that the South Worcester station was retained. An investigation disclosed that not only were the railroad tracks going right through the station but that the decree absolutely provided for its abolition altogether. A special volunteer committee of manufacturers and others in the neighborhood of the station who would be seriously affected was made up, and the matter of saving the station was turned over to a subcommittee consisting of George M. Wright, Atty. George H. Mirick and your secretary.

This Board had in the meantime succeeded in organizing the Worcester delegation in the Legislature, and at the suggestion of the secretary Attorney Mirick appeared before the delegation at a meeting held in these rooms and explained to them the situation with the result that simultaneous bills were introduced in the Senate by Senator Hunt and in the House by Representative Silvester, both members of the Board, and after a prolonged struggle, which included a visit to the location by the Railroad Committee and two hearings before the Railroad Commission, the Legislature passed a bill, which the commission is prepared to enforce, retaining the station.

It is unfortunately only too true that in this matter as in the water question last summer and in a still more recent instance the Board has had to make its struggle to preserve property rights and the general welfare practically single handed and alone. No lover of ease would deliberately oppose either the city or the corporations, but if the Board is to be of any value to its membership or to do any construction work whatever it will probably find itself in the future as in the past temporarily arrayed against interests that it loves too well to see them mistakenly triumph, when triumph spells ultimate disaster.

It may be added at this point that the problem now of providing a new station at South Worcester is certain to be a knotty engineering feat and much more complicated than it would have been had the original scheme contemplated a station at that point.

Officials of the New York, New Haven & Hartford Railroad have devised a plan which they think will solve the question as far as their road is concerned, and will co-operate with the Board in good faith in working the details out. The Boston & Albany will also obey the injunctions of the commission. Both roads have installed and are installing a tremendous amount of new equipment of various kinds at or near this point and there and elsewhere are exerting themselves to the utmost to provide adequate facilities for the railroad development of Worcester. The task is a monumental one, and in its working out they are entitled to every consideration by the business public and by this Board.

The railroad problem in all its phases is growing acute all over the country. A diagram prepared by the Boston & Maine Railroad shows that last year 44 per cent. of its total revenue went for wages, while three-fourths of 1 per cent. was available for dividends. There are scores of other roads in precisely the same condition. In addition this winter has been one of the worst ever encountered by the transportation agencies of the East, on account of the severe storms that have characterized it. Freight trains have literally been snowed in on the New York Central Railroad and abandoned by their train crews. After the disaster in the Hoosac tunnel, suspending traffic through that artery into New England, a railroad embargo set in on both the Boston & Albany and Boston & Maine Railroads, due on one to the acts of God and the other to the acts of man, which threatened for a time to shut down all of our industries dependent on supplies over these lines. The coal situation was particularly acute, but luckily the New York, New Haven & Hartford was able to relieve the shortage in that regard, and ultimately the situation in the Fitchburg was straightened out and a hole made in the 2500 cars that had assembled at Mechanicville awaiting shipment East.

The Railroad Situation

Even since the last wage increase and the refusal of the Interstate Commerce Commission to allow the railroad managers to increase the freight rates in official classification territory the railroad situation in the East has been growing steadily worse. Securi-

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ties of all kinds are fronting a falling market and railroad securities in particular are encountering hard sledding. As a result of the recent traffic agreement between the New York, New Haven & Hartford Railroad and the Boston & Albany, the Boston and Albany is beginning to show a balance on the right side of the ledger, but neither the Boston & Albany nor the Boston & Maine is in a position to stand much punishment, and as their securities are largely owned by New England people and by Worcester people we have a special interest in conserving these properties. At the same time the largest inland city in the world must demand of our railroads every facility for industrial development they can furnish, and with this thought in mind I have in two previous reports recommended the hiring by this Board of a traffic expert, a man thoroughly versed in tariffs and in every one of the intricate important and little known details of railroading. Something like one hundred different shippers and receivers of freight in this city have expressed an interest in the formation of such a bureau by this Board, and next month, under the auspices of our Committee on Railroads, of which Mr. Louis H. Buckley is chairman, E. L. Ewing of Grand Rapids, head of the concern of Ernest L. Ewing, Inc., is coming here to form a Traffic Bureau in connection with this organization. It has been estimated that such a bureau will save the shippers of this city more than $250,000 per annum, and if they go into it here as they have elsewhere it will prove inside of a year an indispensable feature of our work. Mr. Ewing is the representative of the Michigan Manufacturers Association, the Grand Rapids Furniture Association, the Grand Rapids Association of Commerce, the Michigan Lumberman's Association and other great interests in the Peninsula State, and the committee bespeaks for him a cordial welcome by the Worcester shippers and receivers of freight to whom his visit means so much in a business way.

This year as never before has the Board entered upon a systematic Boom Worcester Campaign. A concerted effort is being made to place either daylight or electric light signs or both upon every factory in Worcester fronting the railroad, a Board of Trade automobile pennant blazoning our motto " In Worcester We Aim at Excellence," has been adopted, the Dennison Manufacturing Co. of South Framingham has made 100,000 green and gold seals for us which we have sold to our members still further advertising that fact, and we are now considering raising $3600 by popular subscription to carry on a six months' campaign for the purpose of increasing the loyalty of Worcester people to their own stores and tuning up to concert pitch our various mercantile establishments.

With all this has gone a tremendous amount of get together work, which has made serious inroads upon the time of the secretary. The Worcester Publicity Association formed a little over a year ago under the auspices of this Board and the personal initiative of the secretary is flourishing like a green bay tree. While it is working very closely with us it specializes in advertising, and the work it is doing in that field is worth to every one of its members tenfold what it costs to belong to it. In five years, if it continues its educational campaign, Worcester will contain the brightest and best equipped lot of advertising men in this country. Already the graphic arts—printing, engraving and binding—show tremendous advances as a result of its efforts. Furthermore, in place of the unhealthy competition that has always characterized these trades a genuine effort is being made at this moment to erect a printers' building in this city in which they can all be grouped—an arrangement that has been carried out in Cleveland to the resultant benefit of all concerned.

The grocers and provision dealers meet monthly in our hall and look to us for the moral support and help we are always so glad to extend and within a month the master bakers have met here and formed under the supervision of the secretary an organization of their own to protect their special interests.

The photographers are also working in the same direction at the present time.

All of these organizations, the Merchants Association, the Real Estate Exchange and every other in which we are vitally interested find here a home and a welcome. The only requirement exacted by this Board is that the organization, whatever it is, shall work with every other in peace and harmony for the glorification of Worcester.

It is well within bounds to say that while there is some overlapping in these various organizations they comprise in toto in their ranks more than 2000 men, 50 per cent. of whom have been incorporated in the last three years in this city into the flying wedge that is to-day pushing the ball of public spirit across the line of New England apathy toward the goal of big things rendered possible by united constructive effort. One hundred and fifty thousand developed man power in this community harnessed up to the right kind of ideals will transform Worcester as the waters of Niagara transformed Buffalo, and the dynamics of this community now being aroused by this Board will act on Worcester precisely as the hydro-electricity generated at the cataract acts on Buffalo. In these rooms, although they can not be seen, are mental turbines grinding our power capable of increasing the prosperity of every man, woman and child in the heart of the commonwealth. Not all of this machinery is geared up yet, and there is still here much lost motion, but the same wisdom, the same determination and the same public spirit that has characterized this organization for Worcester for more than a score of years will work out for the Heart of the Commonwealth a destiny more luminous than any dreamed by the most sanguine amongst us.

There are many other matters that I would like to touch upon but space forbids. I would like to take this opportunity to extend my personal thanks to the various officers of the public service corporations with whom this Board is thrown so much in contact for their very courteous and considerate treatment of me. I have discovered in all of them a sincere desire to meet this Board more than half way in every request I have ever proffered them. The representatives of the various steam railroads are, I feel sure, striving in every way possible to meet our increasing demands upon them. They come here freely and they lay their cards face up upon the table, the street railroad authorities in their new street railway bill acceded to every demand made upon them for the incorporation into the measure of provisions for extensions calculated to benefit Worcester to the extent of thousands of dollars annually, and the Worcester Electric Light Co. is pursuing a liberal and enterprising policy in the matter of corporating with us in the matter of securing better illumination for our factories lying along the lines of the steam railroads, as far as signs are concerned.

Loyalty of the Directors

I want to take this opportunity to express my obligation to the directors for the very loyal and considerate treatment that they have always accorded me. It is hardly probable even if it were possible that a secretary could grapple with as many problems as confront this office at the present time and not make some mistakes. I do not claim to be more than human and I am as prone to err as others. The only thing that I can claim for myself is that I have dedicated to the task you have committed to my charge every particle of intelligence with which I am gifted, that I have given to its performance every moment of my waking hours, and that I have made no greater demands nor as great upon my subordinates and assistants as I have made upon myself.

I want to take this opportunity also of testifying to the continuous and unswerving zeal shown in particular by Miss Parrott, our bookkeeper, and Mr. Parker, the junior assistant. They have been faithful, tireless and extremely intelligent in carrying on the work of this office. I would like also to call the particular attention of this Board to the very exhaustive analysis of our work prepared this year by our auditor, H. Lennox Bray. Coming recently among us he has shown a grasp of the work of this organization that is most unusual. He has this year superintended the installation of a complete set of books, putting the bookkeeping of this office on the most modern plane, and he has given unremittingly of his time again and again in solving difficult and complicated problems incident to the effort to place this body on a sound financial footing so plain and so understandable that the wayfaring man though a fool need not err therein. No such statement as Mr. Bray has prepared has ever been given to the members of the corporation, and we are all of us, financially speaking, as a result of his labors, in a far better position to know what we have done and to make the necessary arrangements for what we must do than ever before. Unselfish public service of the sort Mr. Bray has done is so rare as to deserve public commendation.

I am under, it is unnecessary to remark, very special obligation to the president for his inspiration, consideration and sympathy. I have never asked his help in vain, he has spent hours in these offices helping me and helping this Board accomplish the things to which we have set our hands and he is entitled to perpetual honor at the hands of every man in Worcester who appreciates genuine public service honestly and unselfishly performed and without hope of reward. Few men could and still fewer would devote the time to the work of this Board that Edward M. Woodward has done, and the prosperity of the organization and its manifold activities testify more eloquently than words to the fact that he is essentially the right man in the right place.

The secretary is also under great obligation to the chairman of the Publication Committee, George F. Booth, for his unflagging interest in the *Worcester Magazine*. This publication, unique by reason of its prosperity, among all similar publications in this country, is peculiarly a child of Mr. Booth's and he has always taken a deep personal interest in its affairs. Monthly meetings of the Publication Committee are held at which questions of policy are discussed, but the chairman is always alert to better the magazine, to improve its tone and to widen its influence. As long as it can

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retain his supervision and elicit his support its future will be assured, and as we remarked at the very beginning it is fortunate that Mr. Booth does take so keen an interest in it for upon the prosperity of this magazine, under existing circumstances, the very existence of the Board materially depends. Our present advertising manager is Frederick W. Mozart, he succeeding Mr. Benchley last August.

In this connection the Board suffers a severe loss by the retirement of Mr. Willard E. Freeland, who has been my assistant and the associate editor of the magazine for nearly two years. Mr. Freeland re-enters mercantile life at a substantial advance in salary over that which he has received here, and he is to be congratulated on that fact, but the loss to the profession of commercial executives which he was calculated to adorn by reason of his intelligence, industry and indomitable will is marked. Personally I shall miss him much. He has always given to the Board more than he has received, and he has proven as an assistant and a man that rare combination so seldom encountered, an exceedingly capable man with a vision as broad as his capabilities.

Finally I must return my thanks to you all for your forbearance, your courtesy and your splendid co-operation. Neither the president, the directors nor I can do aught without your help. We need it constantly, we want your advice, we welcome your criticism. We have nothing to conceal and everything to gain by attention, investigation and conference. These rooms are for your benefit, not ours. We want you here and if anything is not provided that you desire we trust you will ask for it. This Board is not run for the officers but for the members and you ought to make it more and more evident that that is the fact. No commercial organization in the East has finer quarters. The only complaint is that they are not yet used enough. I note that you are coming here more and more, but where two come now the officers would like to see twenty. Not only come yourselves but bring your friends, particularly your friends that are not members.

And now in conclusion, to sum up the whole work of this year in a phrase, let us resolve that as members of this Board we will in the marketplace and the shop, the railroad train and the factory, the church and the lodge room, the store and the street, unitedly, wholeheartedly, everlastingly praise Worcester.

As for me:—

" I have hoped, I have planned, I have striven,
To the will I have added the deed;
The best that was in me I've given,
I have prayed but the gods would not heed.

" I have dared and reached only disaster,
I have battled and broken my lance;
I am bruised by a pitiless master
That the weak and the timid call chance.

" I am old, I am bent, I am cheated
Of all that Youth urged me to win;
But name me not with the defeated,
To-morrow, again, I begin."

Report of the Treasurer, Albert L. Stratton

From April 15, 1911, to April 1, 1912

Cash on hand April 15, 1911,	$5,550.71
(Income) Receipts during the period,	22,071.07
	$27,621.78
Withdrawals from savings banks for furnishing new rooms,	$2,385.59
Expenses during the period,	22,030.07
Cash on hand April 1, 1912,	3,206.12
	$27,621.78

Lack of space prevents the printing of the many excellent committee reports. All show in detail the many important matters on which the various committees have been at work during the year.

Factors in Foreign Trade

The Bureau of Manufactures has issued a bulletin that will no doubt find a permanent place on the desk of every manufacturer interested in foreign trade. In its fifty-six pages will be found answers to questions asked by every manufacturer sending out trade literature or opening correspondence with foreign firms: What language is it best to use? In what currency and what weights and measures should prices be quoted? What postage should be placed on the catalogue or the letter? Can I prepay a reply from the prospective customer? Is there a parcel post?

The bulletin answers these and other questions for each country in a concise manner. The reader can put his fingers on the information sought without hunting through a mass of detail that he does not want. Supplementing these statements are tables for converting the money of foreign countries into that of the United States; also a comparison of prices for countries in which both the monetary unit and the units of weight and measure differ from those used in the United States. Currency-conversion tables and price comparisons are given for over thirty countries. Foreign postage rates and the parcel post regulations are summarized and a list is given of the countries in which international reply coupons are valid.

Copies of the bulletin, which is entitled " Factors in Foreign Trade," are now available for distribution, and those desiring it should make application to the Bureau of Manufactures, Department of Commerce and Labor.

Trolley Extensions

Additions to Worcester's myriad of trolley roads which radiate from the Heart of the Commonwealth to all parts of Massachusetts are indicated from activities which have been under way during the past month.

One road is already in course of construction and there is a movement to further extend the proposed development of electric railroads through central and western Massachusetts.

The former is the extension of the Northern Street Railway Co.'s line from Baldwinville to Winchendon, thereby giving Worcester a trolley outlet and inlet, through Worcester County, to the New Hampshire State line via Fitchburg and Gardner.

The latter agitation comes in a petition of Athol citizens, which has been presented in the general court, asking for the extension of the proposed Worcester-Petersham street railway through to Athol.

The petition is in the form of an amendment to the trolley consolidation bill which is now before the Legislature so as to include Athol in the proposed extension. It is claimed that in addition to furnishing another link toward the complete connection of suburban towns with the Heart of the Commonwealth that it would also open up another main artery of trolley travel to the western borders of the State, via Orange and Greenfield.

With the completion of the northern extension of the Northern Street Railway Co.'s line—estimated to be within eight weeks—Worcester County from its most southerly boundary through to the northerly boundary on the New Hampshire State line will have been tapped by the trolley system. If present plans do not miscarry the northern extension will open up a territory which can not help but attract more Worcester County people to this city, and in addition provide a new route for trolley excursionists.

Circling stately Mount Wachusett, passing through village, town and city, the tourist is taken through a typical section of New England's rural district almost to the very foot of Mount Monadnock, which stands beckoning the stranger to the green hills and valleys of New Hampshire.

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Worcester's Toll in Titanic Disaster

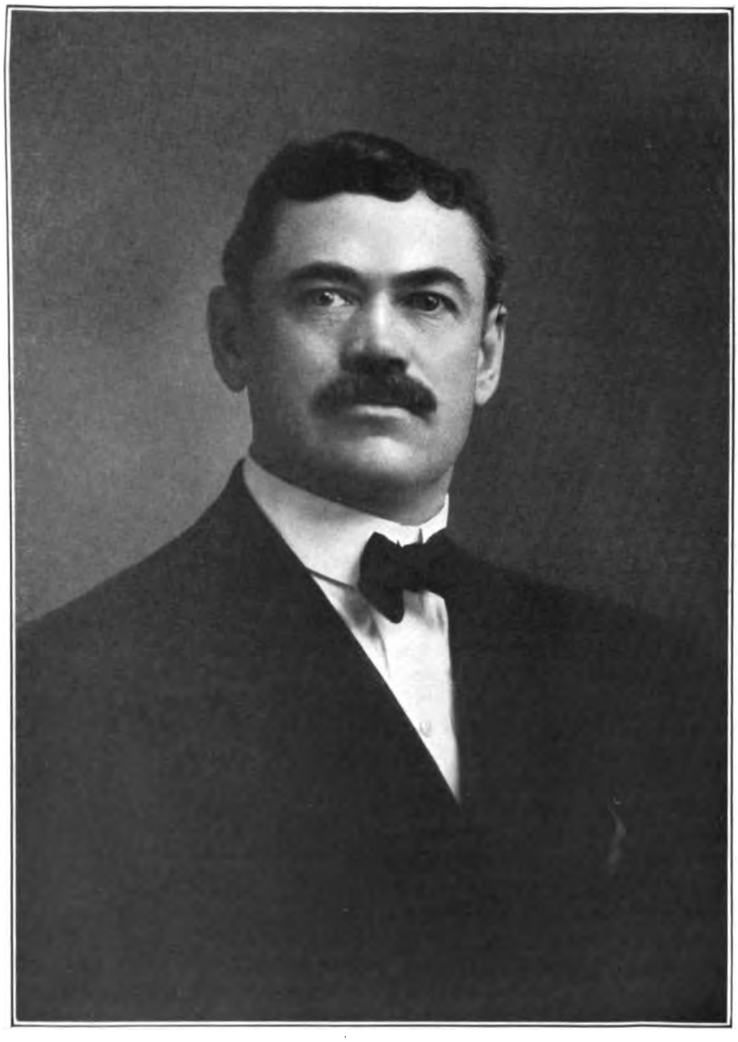
Walter C. Porter, of the Samuel Porter Company, a Member of this Board on Ill Fated Ship, Returning from European Business Trip. His Body Found by Crew of Mackay-Bennett after the Mighty Ocean Liner Sank to a Watery Grave.

SLOWLY steaming into Halifax harbor on April 30 the cable ship Mackay-Bennett brought to land the body of Walter C. Porter, of Samuel Porter & Co., Worcester's toll in that greatest marine disaster of all ages—the sinking of the Titanic. His name is inscribed in the list of honored dead of that great mistress of the seas, among those who voluntarily stepped aside to obey, and see that it was obeyed, the rule of the high sea in time of trouble—"Women and children first in the life boats."

His body was among the 250 heroes found floating about the scene of the wreck. Like the others a life belt was about his waist, he having evidently jumped as the great liner took its last plunge, and had then perished in the intensely cold water.

While his friends and business associates, even at this late date, can barely realize that he is gone they know he died, like hundreds of others, who saw that women and children had preference in the meager supply of life boats which were included in the equipment of the Titanic.

Hope that Mr. Porter had been saved was not abandoned for more than a week after the disaster. His family, his business partner, Walter E. Bigelow, and his friends enlisted every possible means to get some tidings of his fate. These efforts were futile until the cable ship reported that the body had been found.



WALTER C. PORTER

Mr. Porter was returning on the Titanic from a business tour of Europe. It was his first foreign business trip, made to acquaint a growing number of European customers with a member of the firm and get ideas to further increase its foreign business. He sailed from Boston February 20, and had visited trade centres of England, Germany, France, Austria and other European countries. His last letter home was an optimistic one but carried with it a tinge of homesickness which every true American feels while abroad.

"The coal strike is serious," said Mr. Porter, under date of March 31, "but the officers of the White Star line assure us that the Titanic will sail April 10 on schedule time. How I wish it were to-day that I were to sail instead of April 10."

Mr. Porter was widely known in Worcester. As a member of this Board he served during 1911 on the Committee on Peace and Arbitration.

Walter C. Porter was born in Worcester, May 13, 1865, the son of Mr. and Mrs. Samuel Porter. He was educated in the public schools of Worcester, after which he entered the employ of his father and began to learn the last-making business.

When a young man Mr. Porter secured a leave of absence from his work and cruised through South American waters aboard a large sloop-rigged pleasure yacht. At that time he had a narrow escape from being shipwrecked during a hurricane. Upon his return he went back to work for his father and remained in the business until 1891, when he retired to the country and opened a grocery store in Holden, Mass.

His early training, however, asserted itself strongly and he returned again to work for his father, this time as sales manager of the firm. Mr. Porter entered the firm as a partner in 1897.

In 1903 Mr. Porter and Walter E. Bigelow, a lifelong friend, bought out the business. Mr. Porter took charge of the sales department and Mr. Bigelow assumed charge of the manufacturing end of the business. Each year saw the business of the company increase and the sales territory steadily spreading throughout North America and Europe.

European orders came unsolicited for more than three years, and it was the direct result of such business that led Mr. Porter to find time to make a business tour of that country to further strengthen the business relations which had been established.

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Mr. Porter was twice married. His first wife was Louise Phillips, daughter of Oscar E. Phillips of the Heywood Boot & Shoe Co. She died in 1905. Eighteen months later Mr. Porter was married to Mrs. Mabel L. Sanford, widow of Charles L. Sanford, who survives him. He also leaves two children, Miss Helen I. Porter, a teacher at West Haverstraw, N. Y., and O. Stanley Porter, a student at Worcester Polytechnic Institute; two stepchildren, F. Lyndon Sanford, Lynn, and Miss Nellie R. Sanford, Worcester; and a sister, Mrs. Albert J. Gifford, Worcester.

In addition to being a member of this Board Mr. Porter was a member of the Commonwealth Club, the Lakeside Boat Club, the Worcester Automobile Club and the Worcester Commercial Travelers Association.

Mr. Porter's strength as a salesman lay in the confidence which his trade had in his honesty and integrity, and he labored always to justify that reputation for his firm as well as himself. No man connected with the shoe trade had their respect and confidence to any greater extent.

The last business of S. Porter & Co. will continue, and the aim will be to keep the reputation of the firm up to the high position it has maintained for quality, service and fair dealing.

Edwin Silas Pierce

The sudden death, on March 22, of Edwin S. Pierce, president and treasurer of the E. S. Pierce Co., and a member of this Board, cast a gloom among a large circle of friends.

He was removed in the prime of life, at a time when he had brought the corporation which bears his name to its greatest development, and had become firmly established in its new business block at 69 Mechanic Street.

Mr. Pierce was self made and a successful business man. He knew the value of friends, could make them and had that faculty of keeping them. His recreation was found in clean sports. He loved a good horse and was an authority on baseball.

Edwin Silas Pierce was born in Worcester, June 14, 1855. He was a son of Samuel S. Pierce, a native of East Jaffrey, N. H., and Stella L. Clark of Auburn.

He went to school in Worcester, and at an early age started selling newspapers on trains of the Boston & Maine Railroad. When he gave up this industry he went to work in a slaughterhouse of F. M. Clark, on Burncoat Street. Later he became a clerk in the store of Wood, Pollard Co., Boston. At that time Wood, Pollard Co. was operating but one store, and did a large liquor business.

Mr. Pierce learned this business thoroughly, and when he returned to Worcester he was prepared to engage with his father, who was owner of a wholesale liquor business, on the site where the E. S. Pierce Co. is located. The business was established by J. S. Hill in 1854. The senior Pierce became associated with it in 1860, and in 1875 purchased it and engaged his son to work for him. Edwin S. Pierce became a member of the firm in 1882. The elder Pierce died in 1888, and two years later the son took full possession of the business, conducting it as an individual until 1893, when it was incorporated under Massachusetts laws.

Just before Worcester went no-license, in December, 1907, the company started building the present headquarters, and during the two years of no-license that followed the building was built and fitted up for business.

Mr. Pierce was one of the original men behind the American Brewing Co., Boston, and served as secretary of the corporation for years.

Mr. Pierce took more than usual interest in fast horses and in baseball. For more than a decade he was in the forefront among the owners who drove on Park Avenue and on Mill Street speedway.

Mr. Pierce was a devotee of baseball from the old days when Worcester had an independent team, then in the National League and down to the present New England League team.

He was associated with Edward P. Goulding and Harry S. Seeley in the ownership of the Worcester

EDWIN S. PIERCE

Baseball Club of 1888 and 1889. In the first year of its existence the club was in the New England League. Throughout his life, Mr. Pierce followed the National game closely, a baseball fan in the truest sense of the word.

In addition to the Board of Trade Mr. Pierce was a member of Worcester Continentals, of Damascus Lodge, K. of P., of Worcester Lodge, B. P. O. E., Gesang Verein Frohsinn, Worcester Commercial Travelers Association, Worcester Automobile Club, Uptown Club, Worcester Merchants Association, Speedway Club and Warwick Club of Providence.

He is survived by his wife, two sons, Sylvester S. and Carroll E., both students in Worcester Academy; three daughters, Marie, Helen and Dorothy; a sister, Mrs. Elwood Adams, and a brother, Frank S. Pierce.

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Charles Henry Flint

An illness of one week with erysipelas caused the death of Charles Henry Flint, president and treasurer of the Flint Furniture Co., at his home, 54 William Street, April 9.

Mr. Flint was a member of this Board, becoming associated with the organization in 1911.

Charles Henry Flint was born Nov. 11, 1861, in Cabot, Vt., son of Samuel W. and Caroline (Walker) Flint.

His parents lived in Cabot until he was three years old, removing then to Fall River, where his father went into the retail house furnishing business with his brother as J. D. Flint & Co.

Mr. Flint grew up in Fall River and attended the public schools there, graduating from the high school. After finishing his high school course Mr. Flint went

CHARLES H. FLINT

into the house furnishing business with his father and uncle and learned the business and in 1884 came to Worcester.

He went into business with Edward Barker as Flint & Barker on Front Street, nearly opposite Salem Square, where they built up a large retail business, outgrowing the accommodations and being forced to move to more commodious quarters fifteen years later.

At that time the concern located at the present store, 244 Main Street, where the floor space was several times multiplied.

After the first few years of the partnership Mr. Barker never took an active part in the management of the business, leaving that to the master hand of Mr. Flint.

The partnership was dissolved eight years ago. Prior to that time Mr. Barker had been devoting most of his time and energy to his furniture store in Fall River.

The business of Flint & Barker was incorporated in January, when the firm name was changed to the Flint Furniture Co., and George W. Flint, Hartford, brother of Mr. Flint, and Robert W. Rogers were taken into the corporation.

Mr. Flint was the founder and owner of the Worcester Pure Water Co., which he established five years ago. The company was incorporated about three years ago, and from the start has done a large business.

Mr. Flint was vice-president and assistant treasurer of the Diadem Manufacturing Co., Fitchburg.

He was a member of the Worcester Club and the Tatnuck Country Club many years, at one time being vice-president of the Worcester Club. He also served as director of the Worcester Merchants Association.

Beside his wife and two children Mr. Flint leaves three sisters: Mrs. Edwin D. Metcalf, Miss Mary Flint, both of Auburn, N. Y., and Mrs. John Long, Summit, N. J. George W. Flint, Hartford, is a brother.

An Effective Power

Chief A. H. Baldwin of the Bureau of Manufacturers of the Department of Commerce and Labor outlines briefly in a late number of the *Daily Consular and Trade Reports* the opportunity for making an effective power, with unlimited possibilities for good work, of the Chamber of Commerce of the United States, which has just been organized in Washington and at which this Board was represented by four delegates.

Concerning the organization Chief Baldwin says:

"It is said that ten years ago there were very few really effective and well organized commercial associations in the United States and that to-day there are nearly six thousand of these bodies which share the aggressive and promotive spirit that was formerly perhaps so rarely found in a chamber of commerce or board of trade. This is significant in connection with the formation of a national commercial organization, and it indicates the opportunity presented to those interested in this matter to fuse into an effective power for American commercial and industrial progress the more or less unrelated activities of these organizations in all parts of the country.

"If this new national association should act at first merely as a clearing house for information in regard to its various constituent members, although that would be only a minor part of its possibility for service, it would undoubtedly at once give a new impulse to the promotion of commerce and industry in local associations. The smaller organizations would perhaps gain most from this opportunity to get in touch with the work of other associations and with the promotive work of the federal government in its numerous branches.

"Properly equipped the central bureau at Washington, which is proposed in connection with the national organization, would serve as the nerve centre of a system of communication between the constituent members and provide the machinery by which publicity should be given to all matters of general interest.

"There has been no such instrument provided in the national interest for use in that broad field which includes commercial and industrial activities which are already outside and beyond the domain of debate and controversy, which are admittedly constructive and promotive of the interests of the entire country."

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Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., April 23, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	195	200
Worcester National Bank (ex rights)	210	220
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	218	last sale
Boston & Maine common	100½	last sale
Boston & Worcester Elec. common		10½
Boston & Worcester Elec. pfd	50	
Fitchburg preferred	125	last sale
New England Inv. & Sec. pfd	96	97
New York, New Haven & Hartford	137	last sale
Norwich & Worcester pfd	212	214
Providence & Worcester	281¾	last sale
Worcester, Nashua & Rochester	150	
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	130	140
Graton & Knight Mfg. pfd	115	118
Norcross Bros. pfd	100	102
Reed-Prentice common	70	85
Reed-Prentice pfd	101	103
Royal Worcester Corset Co	200	
United States Envelope common	90	95
United States Envelope pfd	116	117
Worcester Gas Light	295	300
Worcester Electric Light	290	300
Wright Wire Company common	102	
Wright Wire Company pfd	108	112

BONDS.

Amer. Writing Paper 1st 5s	88¾	89
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½% basis	
Crompton & Knowles deb. 6s	5% basis	
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Building Operations in April

	Cost April, 1912	Cost April, 1911	Per Cent. Gain	Per Cent. Loss
Altanta	$419,050	$678,007		38
Baltimore	561,375	1,047,860		47
Birmingham	294,330	286,506	3	
Buffalo	507,000	699,000		27
Cedar Rapids	124,000	118,000	5	
Chicago	4,743,600	9,553,700		50
Columbus	458,966	494,010		7
Dallas	435,373	414,976	5	
Des Moines	255,900	88,629	189	
Detroit	1,328,005	1,367,325		2
Duluth	114,125	264,550		56
Grand Rapids	123,780	232,588		46
Harrisburg	99,075	213,000		53
Hartford	830,100	447,765	85	
Indianapolis	558,780	1,731,514		67
Kansas City	616,730	895,460		31
Los Angeles	1,687,780	2,122,886		22
Manchester	73,801	106,700		30
Memphis	499,316	483,805	3	
Milwaukee	433,946	1,087,469		60
Minneapolis	1,272,215	1,060,115	20	
Nashville	75,163	132,187		43
Newark	790,234	1,027,228		23
New Haven	806,445	388,296	107	
New Orleans	772,790	269,046	186	
New York	25,229,339	13,530,082	86	
Oakland	673,146	918,878		26
Oklahoma City	65,700	311,185		78
Omaha	254,400	421,960		39
Paterson	311,245	238,885	30	
Philadelphia	3,691,895	5,581,295		33
Portland	1,782,441	1,993,648		10
St. Paul	455,014	594,245		23
St. Louis	1,137,138	2,297,198		50
San Francisco	2,593,780	2,090,703	24	
Scranton	55,950	170,601		67
Seattle	848,985	737,640	15	
Shreveport	74,455	389,479		80
Spokane	254,470	387,915		34
Toledo	417,211	386,596	8	
Washington	1,334,528	1,966,727		32
Wilkes-Barre	101,776	209,727		51
Worcester	263,199	411,273		36
Total	$57,426,661	$57,848,659		1/10

Wonderful Worcester

Worcester's prominence in art, education and manufacturing is recognized throughout the United States and abroad, yet from time to time there is some happening—as varied as the city is cosmopolitan—to further place the supremacy of the Heart of the Commonwealth above its sister cities and give it just claim to the title "Wonderful Worcester."

A striking example of this supremacy occurred during the last month when more than fifty members of the American Electrochemical Society, attending the twenty-first annual session of the society in Boston, visited and inspected two of Worcester's prominent industries—the Norton Company and the American Steel & Wire Co.

In the delegation were noted chemists, metallurgists and instructors of technical schools, representing every section of the United States and Canada, and they gave an entire half day of their two days' convention to visit the Heart of the Commonwealth.

Representatives of the Norton Company and the American Steel & Wire Co. had charge of the entertainment of the delegation. They arranged a schedule which enabled the visitors to see all there was to be seen in the limited time they had to remain in Worcester.

On arrival in Worcester the visitors were met at Union Station and taken to Hotel Warren, where a luncheon was served presided over by George N. Jeppson of the Norton Company. They were then taken to the factory of the Norton Company, where an illustrated talk was given on the manufacture of abrasive materials, grinding wheels and refractory products, following which the visitors inspected the Norton plant and saw the various steps in the manufacture of the Norton products.

An inspection of the Norton Grinding Co.'s plant followed, at which demonstration of grinding—including the grinding of car axles at the rate of three an hour—were given.

The delegation was then taken to the South Works of the American Steel & Wire Co., where, among other things, they had opportunity to inspect and see in operation the gigantic 15-ton Heroult electric furnace.

Before leaving Worcester each visitor was supplied with some of the smaller products turned out in the plants daily, and illustrated booklets showing the merits of Worcester-made goods.

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Editorial Reflections

The Woman's Century

Sir Wilfrid Laurier, that brilliant protagonist of " Our Lady of the Snows," in a speech delivered some years since declared " the nineteenth century belonged to the United States but the twentieth century belongs to Canada." To paraphrase the illustrious Frenchman, a careful student of affairs will be forced to exclaim, if he tells the truth, that the nineteenth century belonged to man but the twentieth century belongs to woman. It is said that the fame of Gambetta was made by a single speech. From an unkempt barrister, without standing, influence or clients, known chiefly for his gasconading and his great shock of coal black hair, he leaped at a single bound into the position of chiefest eminence in all France. Woman has not thus spectacularly come into her own. For the 6000 years that are yesterday she has waited patiently, modestly, at times heroically, for the sterner sex to recognize her virtues and to acknowledge her equality before God and man.

To-day, as a whole, she still occupies the same patient submissive attitude. To be sure there is the " shrieking sisterhood " across the water battering at the doors of Parliament and revealing by their attacks on tradesmen's shutters the same essential hoodlumism that characterizes our American male mobs—demonstrating once more not only that there is no sex in crime, but that one touch of nature makes the whole world kin.

It is doubtful, for example, if men had been kept out of their rights for as many centuries as have women they would stop with merely throwing a few stones through windows. The probability is that the heads of the owners of the windows, as well as the windows themselves, would be badly cracked ere this.

At the same time neither sex ought to look with satisfaction on such actions, and it is doubtful if many intelligent women do. What they are coming to feel is that man himself needs their services as he has never needed them before to solve the tremendous problems now confronting him, and they are expecting him to say so.

The great issues that confronted the nineteenth century have largely lost their accent. The slaves have all been freed, the temperance movement has become an accepted fact as an economic necessity, the struggle between the republican and the monarchical system of government has been decided overwhelmingly in the affirmative—this century marking the passage of absolutism on the throne and off—and now at last the race emerging from its long dark night of ignorance and superstition and vice is finally ready to deal fairly with both sexes and to accede to each its rightful place in the scheme of things.

There remains but one great fundamental problem still unsolved.

The equilibrium between man and woman has not yet been restored.

For years and centuries man has dominated woman absolutely. Under the circumstances it is naturally somewhat difficult for him to accustom himself immediately to think of her as an equal. It is extremely difficult, for example, for the native Southerner to recognize the negro as his equal. He spelled his name with two g's for too many generations. He bossed him too long.

However, times change and men change with them. Woman can not avoid the responsibilities that will come to her with the larger measure of participation in public affairs that she now demands, and as man comes to realize that she can not only bring to all the social questions of the day a tremendous amount of first hand knowledge but that her solutions of them will sober and dignify and educate her he will be only too glad of her help in working them out. Perhaps one reason for his graciousness is his tardy realization of the fact that he can not work them out alone.

However that may be what man needs, and what he is going to more and more need, is the sort of counsel that he is least likely to get, namely, the advice and assistance of the practical women of to-day who have, so far, shrunk from any participation in these matters whatever.

Nothing can be more deadening to any real progress in the republic than a programme mapped out and carried through entirely by the male politician on the one side and the strong willed, opinionated, dogmatic female on the other; what is popularly termed as the " blue stocking."

The great trouble with the existing order is this: That we are all of us, men and women alike, too much bound up in our own little narrow horizoned contemptible worlds to appreciate the fact that there is a vast universe of opportunity awaiting our illuminating touch just outside our own particular dooryard. The old formula, " Resolved that the earth belongs to the saints; Resolved that we are the saints," still constitutes the mainsprings of our actions. The woman in altogether too many instances knows nothing but clothes; the man nothing but a deck of cards. What a way to spend your time in God's world.

Will humanity wake up? Not in this generation, probably, but certainly before the century closes it must. The work of civilizing a race will not always be turned over to the visionaries, the transcendentalists and the doctrinaires. There must be somewhere a modernism of solid common sense that can be called on that has been too modest and too practical, so far, to come to the front—to rush in where angels fear to tread.

Is it too much to expect that a part of this reservoir of common sense is stored up in the brains of what Mr. Kipling is pleased to call " the female of the species "?

No, no! When the two sexes learn that they have everything to gain and nothing to lose by co-operation in the great constructive work of making this world a heaven instead of a hell, of going to Paradise now instead of waiting until after they die, they will get very busy in improving existing conditions.

It is nothing but superstition that prevents women obtaining now every privilege, every enjoyment, every honor vouchsafed to man. Before this century is merged into the twenty-first she will have them all.

And the very future of this old globe depends upon the sort of uses she makes of these great instruments of life and death once she gets them in her hands.

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

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ERNEST P. BENNETT, DANIEL E. DENNY, S. FOSTER H. GOODWIN,
GUSTAF A. BERG, C. HERBERT DEFOSSE, ARTHUR R. HAVEN,
JOHN E. BRADLEY, FRANKLIN B. DURFEE, ALBERT H. INMAN,
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DANIEL E. DENNY, ALBERT H. INMAN,
EDWARD M. WOODWARD, *ex-officio.*

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J. HARVEY CURTIS, JAMES F. HEALY.

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Agriculture: J. LEWIS ELLSWORTH.
Banking: WILLIAM WOODWARD.
Banquet: ARTHUR C. COMINS.
Building Laws: GUSTAF A. BERG.
Education: HERBERT H. FAIRBANKS.
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Taxation: CHARLES E. HILDRETH.
Transportation and Railroads: LOUIS H. BUCKLEY.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON
Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

April Directors' Meeting

Resolutions Adopted Concerning Northern Grade Crossing Plans, to Conserve Sidetracks and Save Exchange Street—Discussion on Industrial Situation

The regular meeting of the Board of Directors of the Worcester Board of Trade for the month of April was held Thursday evening, April 11, at 8 o'clock, President Woodward in the chair, and the following directors, constituting a quorum, present: William Woodward, Charles H. Norton, Herbert H. Fairbanks, Clinton S. Marshall, Arthur C. Comins, S. Foster H. Goodwin, Gustaf A. Berg, Ernest P. Bennett and John E. Bradley.

The records of the last regular and special meetings were read and approved.

A verbal report was made by the secretary in the matter of the proposed widening of Park Street. In the absence of Mr. Earl Brown, who also appeared before the aldermen at the time the petitioners were heard, the secretary outlined briefly the argument made by Mr. Brown in presenting his theory of the way in which the street lines should be rectified.

A letter was read from Prof. A. W. French, criticizing the attitude of the directors in the proposed diagonal street scheme. Inasmuch as this matter is still being investigated by the Municipal Affairs Committee the directors authorized the secretary to merely acknowledge the receipt of the communication pending a further report from the committee.

A communication from the Pan-American Commercial and Industrial Exposition by its New England representative, Joseph H. Wells of Springfield, with reference to the sale of its stock in this territory, was referred to the Committee on Foreign Trade.

Communications were received from Prof. Irving Fisher of Yale and Hon. Charles G. Washburn with reference to the matter of creating an international commission on the cost of living, asking that action of the Board at its last meeting in tabling same be reconsidered. The Board declined to take the matter from the table.

A communication from the Boston Fruit and Produce Exchange accompanying petitions urging the general court to enlarge and extend the corporate powers of the Southern New England Railroad Corporation, asking this Board to circulate the same, was referred to the Committee on Transportation.

A communication was received from E. Bert Johnson, president of the Worcester Social Settlement Association, asking this Board to appropriate towards a Garden City fund of $4000, was referred to the Committee on Municipal Affairs.

On motion of Mr. S. Foster H. Goodwin it was voted that the Worcester Board of Trade appropriate a sum not exceeding $525 from reserve funds of the organization for the purpose of liquidating what accounts are outstanding incurred in connection with repairing and refurnishing these rooms and the purchase of a piano.

The following resolutions were then adopted on motion of Mr. William Woodward, the vote being unanimous for their passage:

"Whereas serious objections to the plans proposed by the city of Worcester for the abolition of a portion of the northern grade crossings in this city along the line of the Boston & Maine Railroad have been made to this Board by the Independent Ice Co., C. W. Bowker & Co., Baker Lumber Co., Stone & Berg Lumber Co., White & Bagley Co., John P. Squires Co., Genery Stevens & Son, Simplex Player Action Co. and others, and

"Whereas these concerns and others, having an investment amounting to hundreds of thousands of dollars and paying a large property tax, feel that the railroad facilities that they now enjoy and which they have long enjoyed are vital to the conduct of their business, and whereas said sidetrack facilities are to be put in jeopardy by the city plans if carried out as aforesaid, and

"Whereas the substitute plans proposed by the Boston & Maine Railroad call for radical and far reaching changes at Exchange Street, seriously affecting communication between the two sides of the city for a space of 1300 feet at one of the most important points in Worcester, now therefore be it

"Resolved: That the Worcester Board of Trade hereby expresses its disapproval of both plans in some important features, and be it further

"Resolved: That this Board instruct the secretary to call a meeting at the earliest possible moment of all the shippers and receivers of freight along the line of the Boston & Maine Railroad north of Union Station, to the grounds of the Worcester Agricultural Society, to consider the situation and to take such further action as in their judgment may be necessary to protect their interests to the extent of hiring counsel to appear before the commission and employing an engineer to draw a complete set of plans."

It was voted to have Mr. Charles T. Tatman represent this Board at the annual Peace Conference at Lake

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Mohonk next month, an invitation to which was read from the secretary, Mr. H. C. Phillips.

Adjournment was made after an informal discussion of the industrial situation in this city and the necessity for a more liberal policy on the part of capitalists caring for industries now located here as well as those it is hoped to secure.

Special Meeting of Directors

At a special meeting of the directors of the Worcester Board of Trade, held Thursday evening, April 5, 1912, at 7.30 o'clock, Pres. Edward M. Woodward in the chair and the following directors, constituting a quorum, present: Hon. Daniel E. Denny, Herbert H. Fairbanks, Gustaf A. Berg, Charles T. Tatman, Frank S. Fay, S. Foster H. Goodwin and Arthur C. Comins, it was on motion of Frank S. Fay

Voted that the Worcester Board of Trade favors the proposition now before the Board of Aldermen for the widening of Park Street.

This resolution was unanimously adopted.

Mr. Earle Brown of the directorate, coming in late desired to be recorded as opposed to any proposition for widening Park Street which contemplated taking the whole of the widening off the north side of Park Street. In its place Mr. Brown recommended a plan which contemplated widening the mouth of Park Street at Main by taking a portion of the property on the south side of the street, beginning at a curve on Main Street just north of Frost Stamping and Stationery Company's store, and cutting through the property of the Allen estate, coming out at a point just west of the *Telegram* building.

He also recommended widening Park Street on the north side by taking off a section of the Common, beginning at a point east of City Hall and extending through to Salem Square.

His suggestions were noted.

Directors Organize

A special meeting of the directors of the Worcester Board of Trade was held Tuesday evening, April 16, at 10 p.m., following the annual meeting of the corporation.

Present: Edward M. Woodward, president; Albert H. Inman, vice-president; Hartley W. Bartlett, Franklin B. Durfee, Arthur C. Comins, Louis H. Buckley, Frank S. Fay, Mark N. Skerrett, Charles H. Norton, Gustaf A. Berg, Arthur R. Haven, Marcus L. Foster, C. Herbert DeFosse, a quorum.

On motion of Albert H. Inman the reading of the minutes of the last meeting was dispensed with.

It was then voted to proceed to the election of officers for the ensuing year.

The ballot for president showed: Number of votes cast, 12; necessary for a choice, 7. Edward M. Woodward had 12 and was declared elected.

Mr. Woodward returned thanks for the honor bestowed, and it was voted to proceed to the election of a vice-president, the secretary being instructed to cast one ballot for Albert H. Inman, and he was declared elected.

The Board then proceeded to the election of an executive committee with the following result: Whole number of votes cast, 13; necessary for a choice, 7. All were for Daniel E. Denny, Louis H. Buckley, Albert H. Inman, Marcus L. Foster and Edward M. Woodward, ex-officio.

The secretary, Herbert N. Davison, then retired and he was re-elected.

On his return the directors completed the organization of the office staff by the election of William J. Conlon as first assistant secretary, Miss Louise R. Parrott as stenographer, Reginald M. Parker as junior assistant and William Sullivan as janitor.

Adjourned.

International Legislation

This Board has taken the initiative of commercial organizations in the United States, so far as is known, in bringing to the attention of the International Chambers of Commerce the need of international legislation for the protection of passengers on the high seas, and asks that the matter be one to be taken up in connection with the fifth annual congress to be held in Boston in September.

The following letter on the subject, sanctioned by the Executive Committee of this Board, was mailed April 20:

" Emile Jottrand, secretary International Chambers of Commerce,
Brussels, Belgium.

" Honored Sir:

" Representing and in behalf of one of the constituent bodies of the International Congress of Chambers of Commerce the Worcester Board of Trade appeals to Permanent Council to incorporate into the programme of the Congress to be held in the city of Boston, Mass., U. S. A., in the month of September next, consideration of the necessity of additional international legislation for the protection of passengers on the high seas.

" With the hope that the investigation about to be inaugurated both by Great Britain and the United States into the recent Titanic disaster will result in eliciting data of great value upon which to base such legislation to the end that similar tragedies may be averted, the Worcester Board of Trade desires to petition this Honorable Body that it may prepare now to avail itself of this material when it meets in this country in September.

" In behalf of the corporation of the Worcester Board of Trade.

" By its president,
(Signed) Edward M. Woodward.
And secretary,
(Signed) Herbert N. Davison."

Tour of United States

The Associated Chambers of Commerce of the Pacific Coast has extended to the Consolidated Chambers of Commerce of China an invitation to send a delegation to tour the United States. This will carry out a plan made a year ago, but which was delayed owing to the disturbed conditions in China. The present invitation was conveyed in person by Robert Dollar, who has just returned from China. Arrangements have been made for a special train of sleeping and dining cars to carry the party about 12,000 miles by rail and to visit sixty-three mainland cities. It is estimated that ninety days will be required to complete the tour.

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Current Events

General

April 1. Annual banquet of the Veteran Odd Fellows Association in Dodge Hall.

Dr. Ernest V. Scribner succeeds Dr. Hosea M. Quinby, resigned, as superintendent of Worcester State Hospital.

2. Quarterly meeting of Worcester Night High School Alumni shows total membership of over 250, said to be the largest of any similar organization in the United States.

3. Massachusetts Grand Lodge, I. O. G. T., begins annual convention in Y. M. C. A. building.

4. April statement of Secretary A. D. Butterfield of General Alumni Association of Worcester Polytechnic Institute shows $93,896 subscribed for new $100,000 athletic field.

Annual report of trustees of Worcester State Hospital shows balance on hand at end of year amounting to $12,100.

8. Annual meeting of Worcester Trust Co. and officers re-elected.

10. Gustaf L. Berg elected president of Worcester Real Estate Exchange.

American Antiquarian Society at semi-annual meeting elect Francis H. Dewey to fill place in council caused by death of Hon. Edward L. Davis.

15. Clark College students win annual debate from Boston College.

Steamer Titanic strikes iceberg and sinks off Cape Race, carrying nearly 1500 people to a watery grave; Walter C. Porter of Worcester among those drowned.

16. Economic Club members hear instructive addresses in Association Hall by Charles Zueblin, editor of *Twentieth Century Magazine*, and Dr. John Graham Brooks, Cambridge.

18. Annual banquet of Life Underwriters Association of Massachusetts at Hotel Warren. L. Brackett Bishop, Chicago, national president, guest and speaker.

20. Reunion and banquet of the alumni of Worcester Academy.

21. Fourth annual concert of Worcester Musicians Relief Association attracts 1500 people.

22. Convention to establish national board of trade, called by President Taft and attended by officers of this board, opens in Washington.

Milton P. Higgins, among many public bequests, leaves $25,000 to Trade School trustees for Assembly Hall building, provided city places equal amount for the purpose.

23. Annual dinner of Episcopal churchmen at State Mutual, with Bishop Thomas F. Davies as principal speaker.

Annual meeting of Y. M. C. A. shows organization to have had successful year and assets show gain of $21,000.

30. President Taft carries Worcester in presidential primaries, as well as third congressional district.

Governor Foss signs bill giving Worcester Polytechnic Institute $50,000 a year.

City Affairs

April 1. City Council votes raise of 25 cents a day to patrolmen, to take effect July 1.

Committee on Streets report in favor of changing names of 172 Worcester streets.

2. School Committee recommends the buying of Pitt Holmes' estate on Holmes Street as site for new 12-room school house.

School Committee considers the creation of office of chief truant officer, maximum salary to be $1400.

Committee on Claims reports on 40 minor petitions referred to the body since January 1.

4. Worcester reservoirs filled to brim for first time in two years.

6. Grafton Street arch of Boston & Albany Railroad open to foot travel.

8. Nicholas F. Holden reinstated a member of the police department.

Mayor David F. O'Connell signs police raise in pay order.

10. Committee on Public Health recommend plans be drawn for two incinerators at Beaver Brook dump to cost $10,000.

Committee on Streets recommend orders for sidewalk constructon amounting to $17,000.

15. Public Building Committee, in order referred by City Council, instructed to consider buying land and plans for $150,000 addition to Classical High School.

City Council adopts recommendation to have Public Building Committee consider advisability of erecting an East side high school.

City Council recommends to Finance Committee that order seeking to let transfer ambulance service out on private contract be amended to limit term to three years.

18. Rising water of Metropolitan basin partially submerges emergency pumping plant.

Camille S. Trahan resigns as license commissioner.

23. Committee on Streets of aldermen favor taking trolley franchise question to the Supreme Court.

Committee on Streets recommends orders to consider loan of $50,000 for block paving and $25,000 for macadam construction.

Report from Civil Service Commission shows that Charles J. Foley and Chairman Thomas Horne of assessors to be only two candidates to pass Home Farm superintendent examination.

24. Committee on Water recommends orders for pipe extension and improvements to cost $17,000.

29. Order to build $30,000 crushed stone bins rejected by City Council.

City Council votes appropriation of $25,000 for additional automobile fire apparatus.

Appropriation of $100,000 voted by City Council for sewer construction.

Industrial

April 2. Reed-Prentice Co. organized with capital stock of $2,500,000, these corporations absorbed F. E. Reed Co., Prentice Bros. Co., Reed Foundry Co. and Reed & Curtis Machine Screw Co.

5. Norton Company officials break first ground for new $100,000 administration building and laboratory.

Hildreth Granite Co., Boston, gets $49,700 contract to supply Street Department with granite blocks.

6. Norcross Bros. Co. and Central Building Co. figure on $750,000 bank building in Manchester, N. H.

8. Buckford & Sweet, slipper manufacturers, absorb E. M. Bliss Co., manufacturers of lambs' wool soles and socks.

Work resumed on Lincoln theatre property, Elm Street.

Muzzy-McLaughlin Co. incorporate for $25,000, to carry on retail jewelry business at 436½ Main Street.

15. B. F. Arnold & Co., 36 and 38 Front Street, incorporated under Massachusetts laws, capital, $25,000.

20. Richard J. Healy buys Rice block at 566 Main Street. Assessed value of property, $103,100.

Hardware & Woodenware Mfg. Co. resold at auction to A. A. Tisdale for $440,000.

24. Fiske-Carter Co. get contract to build $300,000 mill for E. A. Smith Manufacturing Co. in Rhodiss, N. C.

Peoples Coal Co. plan new plant on Green Street to cost $100,000.

25. J. W. Bishop Co. awarded contract to build $600,000 wing to Boston Art Museum.

29. George Demars plans four-story reinforced concrete carriage repair and blacksmith shop at Union and Thomas Streets.

30. Albert George Lewis buys Gilman block, 207 to 215 Main Street, assessed value $172,000.

Norton Co. buys land on Gleason Avenue as a site for private reservoir.

Winslow H. Robinson buys land from Worcester Art Museum on Prescott Street for site of three-story factory building.

Necrology

April 2. Walter S. Emerson, 62 years and 8 months old, a retired druggist, of general debility, at sister's home, 12 Townsend Street.

Horace C. Holmes, 41 years, 9 months and 7 days old, a former salesman for Armour & Co., of Bright's disease, at sister's home, 24 Grove Street.

8. Frank G. O'Rourke, 42 years old, druggist at 604 Main Street, of heart disease, at St. Vincent Hospital.

Moses H. Lowe, 70 years and 13 days old, retired teller of Mechanics Savings Bank, of pneumonia, at his home, 10 High Street.

9. Charles H. Flint, 50 years, 4 months and 18 days old, president and treasurer Flint Furniture Co., of erysipelas, at his home, 54 William Street.

12. Clara Barton, 90 years, 3 months and 18 days old, founder of American Red Cross, widely known in Worcester, at her home, Glen Echo, Md.

15. Walter C. Porter, 46 years, 11 months and 2 days old, of S. Porter & Co., drowned at sea.

Edward Franklin Emory, 70 years, 11 months and 18 days old, post office clerk 23 years, of pneumonia, at his home, 1445 Main Street.

16. Daniel D. Morgan, 80 years, 9 months and 3 days old, oldest member of I. O. R. M. in Worcester, of old age, at his home, 9 Clover Street.

18. Henry M. Guy, 75 years and 6 months old, veteran wood turner, of erysipelas, at his home, 21 Ball Street.

24. Charles Henry Ball, 70 years and 9 months old, widely known salesman, of cancer, at his home, 302 Pleasant Street.

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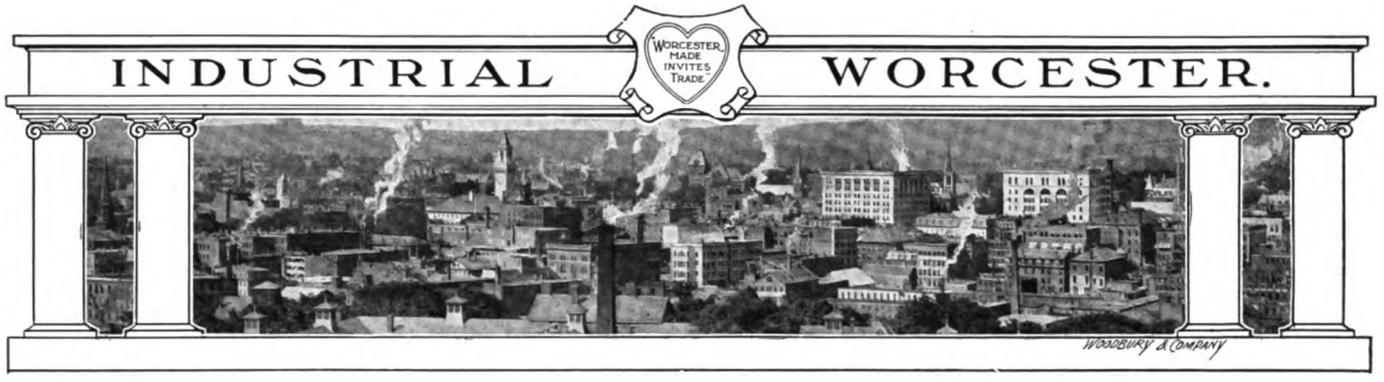

New Broom Factory of Oliver M. Dean & Sons

Oliver M. Dean & Sons, manufacturers of brooms and brushes and dealers in broom corn and manufacturers' supplies, have completed and are occupying a new factory building at 314 and 316 Shrewsbury Street.

The building is the only one of its kind of construction for manufacturing purposes in Worcester. It is constructed of Dennison interlocking terra cotta blocks, cemented inside and outside, with a pilaster effect on the outside walls.

It is as near fireproof as is possible to construct a broom making factory. The use of wood is confined entirely to trimmings and finishing, and a top layer of planks over concrete floors.

The building was designed from original ideas of Oliver M. Dean, who has had twenty-seven years' experience as a broom manufacturer. Every department is arranged so as to reduce the handling of the product to a minimum. From the time the raw material leaves the stock room until it emerges in the finished product, a broom or brush, there has been no unnecessary handling or carrying from one department to another.

The building has a frontage on Shrewsbury Street of 48 feet and extends 75 feet in the rear. It is two stories high with a full sized basement, lighted by half windows on all four sides of the building.

FRONT VIEW OF NEW DEAN FACTORY

There is a covered shipping entrance for wagons on Shrewsbury Street, protected by a steel door and so arranged that the product can be loaded directly from the first floor shipping room into the wagons.

The greater part of the basement is given over to a large dry storeroom where the broom corn is safely kept in all kinds of weather ready for use. One section of the basement has been made into a department for polishing broom handles, where the various grades are sorted, painted and polished to conform with the many different sizes and qualities of brooms which the firm turns out.

There is a large, absolutely fireproof boiler room in the rear of the building, adjoining which are concrete coal bins of sufficient size to accommodate several weeks' supply of coal.

The general offices of the company are on the main floor, facing Shrewsbury Street. They are reached through an attractive entrance which leads directly into the main office.

Included in the suite is Mr. Dean's private office and anterooms, provided with a direct entrance into the factory departments.

The offices are finished in mission and are equipped with sanitary desks and fixtures. High studded windows provide a maximum of natural light at all hours of the day. An intercommunicating telephone system connects all departments with the general office.

The dry sorting room, a storeroom and a fireproof bleachery take up the remainder of the first floor.

The storeroom provides a place for such of the broom corn as is needed from day to day, from where it is taken directly into the sorting room. Here it is carefully sorted for various grades of brooms and then consigned immediately into the bleachery.

The bleachery is considered by Mr. Dean to be the most complete of any broom factory in the United States. It is enclosed entirely within steel walls, over which several inches of cement have been laid. The bleaching solutions are contained in iron crucibles, and once the entrance to the department is sealed it is considered absolutely fireproof.

From the bleachery the broom corn is taken to the second floor of the factory where the main workshop is located. Here the corn is transformed into brooms and brushes by aid of the many broom machines which have surplanted hand labor and made it possible to turn out a far superior product.

A storeroom for finished product adjoins the workshop, where the brooms and brushes are stored until they are ready to be shipped away.

Wash rooms and lavatories are located on each floor of the factory.

A hydraulic elevator connects each floor and enables the raw material and finished product to be carried with a minimum of labor.

The concern is the only one of its kind in Worcester. It was established in 1885 by Mr. Dean in a small building on Gold Street. After creating a market for his product Mr. Dean was obliged to seek larger quarters and he removed to 170 Austin Street, where he was located until the present new building was constructed.

The business was conducted under name of Oliver M. Dean until November, 1911, when it was changed to Oliver M. Dean & Sons Mr. Dean taking his two sons, Elroy B. and Carlton R., into the firm.

The product of the firm is sold for the most part through New England. A constant demand for brooms and brushes, made by wholesalers and jobbers throughout New England, has assured the firm of continual employment of its hands.

In addition to the Worcester factory the firm has two storehouses

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adjoining the Boston & Maine railroad tracks in Worcester, and warehouses in Arcola, Ill., Sullivan, Ill., and Shattuck, Okla.

Mr. Dean makes a trip to the West every fall contracting for a supply of broom corn for the following year and attending to such business as may come up in connection with the western warehouses. He was conceded to have the record of broom corn manufacturers who personally attend to the buying of the raw material, when, in 1911, he completed his twenty-fifth annual visit to the West, without missing a single year.

A foundry building of steel and glass construction, 21 feet by 31 feet, is being completed. It is to be used for the making of special steel and semi-steel castings from the company's own formulas for their dies, die beds, etc.

The space occupied by the present office in the main factory building will be added to the tool and die making department, drafting room and superintendent's office upon the completion during May of a new office building, 100 feet by 50 feet, two stories high.

Huge Toggle Press

One of the largest double action toggle drawing and reducing presses ever built in the United States has just been installed at the works of the Worcester Pressed Steel Co.

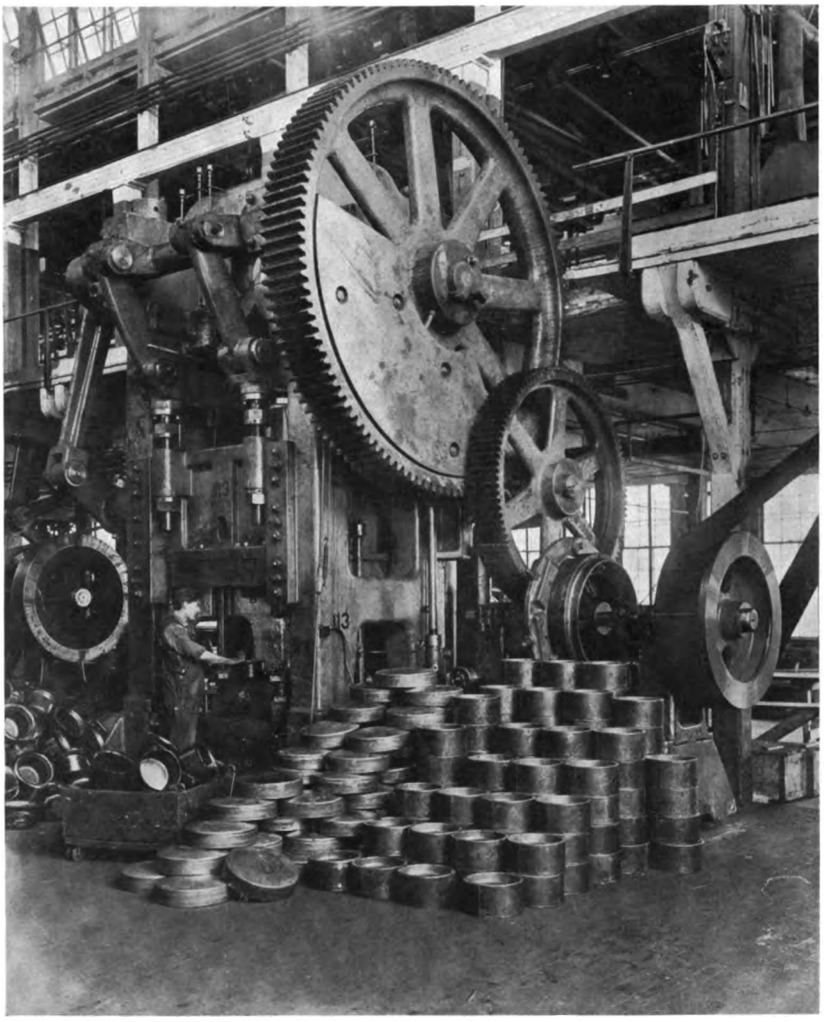
The press has capacity for exerting pressure of 1000 tons and weighs over 200,000 pounds. It is being used by the company in the making of its new Worcester pressed steel pulley, as well as heavy pressed steel rear axle housings, differential gear covers, frame members, brake drums, seamless drawn cases, etc., for automobiles, pressed steel shelving, auto starter shells, tanks and other large and heavy cold steel pressed metal parts.

The press is of an improved design and is fitted with special new patented toggle or link motion. It was built by the Toledo Machine & Tool Co., Toledo, Ohio.

The accompanying illustration gives an idea of the size of the press. The bed area is 60 inches by 60 inches, the stroke of plunger is 26 inches and stroke of blank holder, 18 inches. It has a forged carbon steel treated crank shaft 12 inches in diameter.

The construction of the toggle mechanism is the simplest of any thus far developed and also provides the most steady, long and powerful hold or dwell on the blank holder. This feature is specially valuable in deep drawing light and heavy sheet metals to prevent wrinkling.

The press frame is of the built-up type with the bed arch and uprights rigidly bound together with four heavy forged 6-inch diameter steel tie rods shrunk in place while hot.



A Picture of the Big Press

The friction clutch is powerful and is arranged with a releasing device for automatically disengaging the clutch at the top of each stroke and is supported in a substantial sub-base or outboard bearing bolted to the main frame so that the entire press is self-contained on one bed plate.

The power for operating this press is furnished by an individual 75-horse power electric motor belted to a combination fly wheel and tight pulley.

In addition to the large toggle type press the Worcester Pressed Steel Co. has also installed recently several large power presses for cold forging, coining and drawings, each of 1000 tons' capacity and all individually motor driven.

New additions to the present plant of the Worcester Pressed Steel Co. are being built and plans have been drawn for additional buildings.

Concrete Factory Building

Concrete is proving to be a popular material for construction with Worcester manufacturers this year, various types of buildings being under consideration at this time.

Among them is a reinforced concrete building to be erected for George Demars at Union and Thomas Streets.

The building will be the first building of its kind in Worcester, being of concrete throughout. Window frames and sashes will be of steel. The Concrete Construction Co., Woonsocket, has the contract.

The building will be of four stories with a basement, and will be occupied throughout by Mr. Demars for blacksmith and carriage-making purposes and will have a frontage of 62 feet on Thomas Street and 133 feet on Union Street.

The walls, floors and stairs will be of concrete. The floor will be of the flat slab cantilever construction, eliminating all beams and girders, which insures reduction in the height of the building in comparison to buildings where beams and girders of wood or steel are used.

The absence of beams and girders will also mean less difficulty in the distribution of shafting and means no obstructions to lighting the factory both at night and in the day time.

The new building will contain 32,000 square feet of floor space, and it will be equipped with a modern sprinkler system, together with a low pressure steam heating plant and power plant to be run by means of gasoline engines. The roof will be of concrete, covered with asphalt roofing.

The basement will be used by Mr. Demars for storage of materials and for the boiler room.

Show rooms with an entrance on Thomas Street, and a blacksmith shop will be located on the first floor. There will also be a woodworking department on this floor. The floor above will be reserved for use as a repair shop, and a place to trim carriages and wagons. The business office will be there too.

The painting and varnishing departments will be located on the third floor. There will be places to wash carriages there also installed, while on the fourth floor there will be the storage rooms for finished products.

The main entrance of the new building will be located on Thomas Street.

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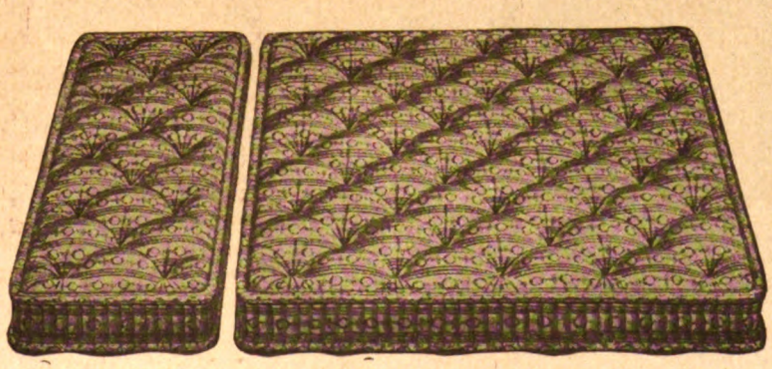

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The WORCESTER MAGAZINE

Illustrated

HONORED SONS AT HOLY CROSS, BISHOPS' DAY
From Left to Right: Sitting, Bishops Walsh, Harkins, Beaven, Hoban, Rice; Standing, Monsignors Delaney, Madden, Millerick, McQuaide

JUNE, 1912

$1.50 per year

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BISHOPS' DAY AT HOLY CROSS. By Rev. John F. X. Murphy, S. J.

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The WORCESTER MAGAZINE

The Tribute of Holy Cross to Its Mitred Sons

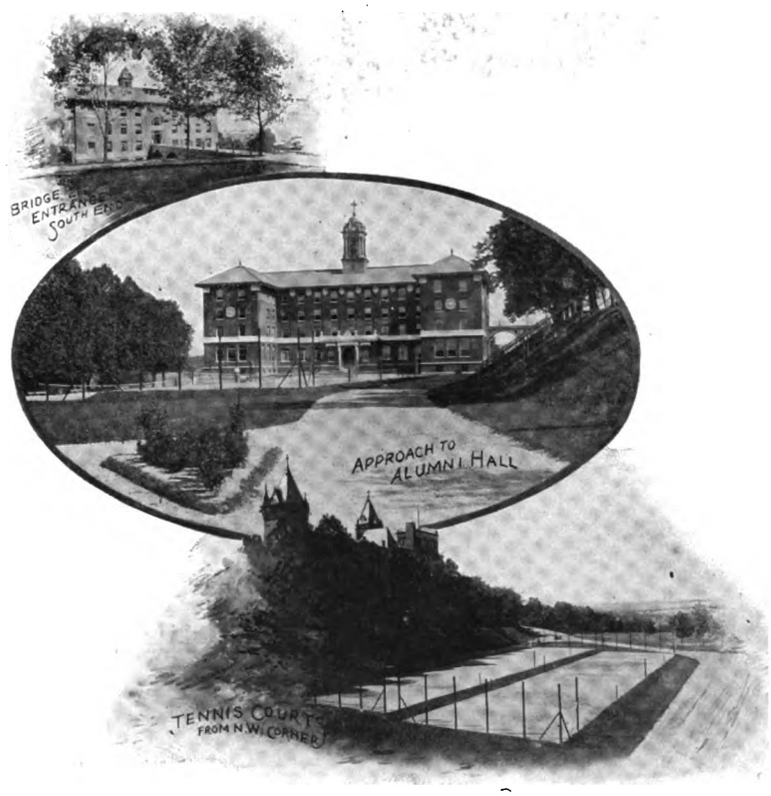
Received with Open Arms Its Graduates Among the Catholic Hierarchy at Greatest Bishops' Day in the History of the Institution and Signalized Their Home-Coming by Upturning First Sod on Site Where Beaven Hall, Latest Addition to the College Buildings, is to Rise

By Rev. John F. X. Murphy, S.J.

On May 21 and 22 Holy Cross College opened its arms to receive in formal greeting its sons among the Catholic hierarchy, and signalized their home-coming by upturning the first sod on the site where Beaven Hall, the latest addition to Holy Cross' buildings, is to arise.

Few institutions have greater claims upon the interest or attention of the citizens of Worcester than the college whose foundation and development synchronize so admirably with the awakening and expansion of the city itself. For though no great antiquity belongs to Holy Cross College, yet it has seen during its period of sixty-nine years the little village of a few thousand expand into the present large and ever growing city of one hundred and fifty thousand inhabitants. Five years before Worcester was chartered as a city, the beginnings of Holy Cross College were made, and city and college have thenceforward grown, the one to be the second city in the Commonwealth, the other the leading Catholic institution of learning in New England and the most numerous attended Classical College in the United States.

It has been a period of steady growth for the college, though it has lacked in a conspicuous degree those generous benefactions that, scattered with a lavish hand, have done so much to make possible higher education in America. Beginning in a modest little frame dwelling in a New England then but sparsely sprinkled with Catholics — Catholics too, who were for the most part strangers in the land of their sojourning, without wealth, political power or social prestige—the college and the Catholic population it was destined to influence have grown by leaps and bounds, outstripping even the rapidity of the city's growth itself. Only because of the fact that the professors of the college are members of a monastic institute which precludes salaries, perquisites, etc., has its growth without ample funds been at all possible. But it has grown and its fame has gone abroad, carrying with it the name of Worcester, Mass. For despite the intrinsic merits of the city and the achievements of its citizens both at home and throughout the land, which have done much to make Worcester famous, there are many to whom it has first become known as the place wherein Holy Cross is situated. Holy Cross has done her part in the uplifting and advertising of Worcester, and consequently can justly feel that a proper share of congratulation with her in her successes and joys will be forthcoming from Worcester's appreciative citizens.



Views of Holy Cross College

The influence of an educational institution of rank, it is well known, is not confined merely to the students actually submitted to its training and discipline; it is felt in many subtle ways, all

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highly potential for good, by the whole community. And Holy Cross has had more even than its share of influence for good upon the Commonwealth. For it has exercised an especial, though sometimes unperceived and unappreciated, power making for righteousness upon vast classes, Catholics and immigrants, that were largely outside the sympathy and even the ken of the typical New England institution.

The reception being tendered not to the alumni in general but to those only who have attained to the episcopate or the grade of monsignor, it might appear that the interest centering around the celebration would be principally or even entirely ecclesiastical, and hence one in which Worcester as a whole could not share. At the same time second thought would clearly show that it has been largely through her sons among the bishops and clergy of the Catholic Church that Holy Cross' singular influence has been felt. Her sons in the ranks of the clergy have been the greatest assimilators of the ever increasing tide of immigrants to our American ideals and institutions. The tremendous prestige with which the Catholic bishop is clothed in the eyes of his flock has been a potent force in shaping and moulding into American citizenship the large masses of European immigrants that have come to our shores. It would be idle to cite testimony to the beneficent influence exerted by the Catholic Church upon the newcomers into our land, an influence, it is admitted, that could only with the greatest difficulty, if at all, be supplied by any other agency. The earlier immigrants, of English speech, though Irish blood, were Americans in heart before they so much as landed on American soil; but with the non-English speaking multitudes that have followed, the transition to Americanism has not been so easy. And despite the strange fears that are still wont to be aroused in some quarters concerning the loyalty of the church to American institutions, the bulk of intelligent citizens of all classes and beliefs have come to recognize in the Catholic hierarchy the firmest support to existing institutions and the strongest foe to the evils that appear to threaten our land.

RT. REV. MATTHEW HARKINS, D. D., '64
Bishop of Providence, R. I.

And not only as exponents and champions of what is really best in American life do Holy Cross' alumni bishops stand forth. They have also been, one and all, promoters of every movement that can benefit or alleviate the poor or unfortunate. From the youngest, Rt. Rev. Joseph J. Rice of Burlington, Vt., who dates his elevation to the episcopacy but two years ago, to the venerable prelate, Rt. Rev. Matthew Harkins, who has for twenty-five years ruled the church of Providence, R. I., all of them have been active in creating or fostering schools, orphan asylums, hospitals and the multifold institutions in which Christian charity delights to spend itself. Almost three hundred schools and one hundred charitable institutions of one kind or another founded or maintained by the efforts of these six alumni of Holy Cross College bespeak their interest in their fellowman. And all this beside their purely spiritual functions, wherein they likewise render a tremendous service not only to their flocks but to the community at large. For, to use the homely expression of an eminent French statesman of the nineteenth century whose free thinking proclivities had not blinded him to the services of the Church, "Religion is the greatest of policemen." For her persuasive voice avails to deter men from crime, to preserve peace and order, far more efficaciously than the baton of the policeman or the rifle of the soldier.

And consequently, though in her alumni bishops: the Rt. Rev. Thomas D. Beaven, D.D., '70, bishop of Springfield, Mass.; Rt. Rev. Matthew Harkins, D.D., '64, bishop of Providence, R. I.; Rt. Rev. Thomas J. Conaty, D.D., '69, bishop of Los Angeles, Cal.; Rt. Rev. Michael J. Hoban, D.D., '74, bishop of Scranton, Pa.; Rt. Rev. Louis S. Walsh, D.D., '78, bishop of Portland, Me.; Rt. Rev. Joseph J. Rice, D.D., '91, bishop of Burlington, Vt., Holy Cross honors preferably their sacred office; nevertheless there is no one, whatever his religious belief, who can not join her in honoring men of sterling character, rare intellect and noble achievements for their country and their fellow man.

The features of Bishops' Day celebration divide themselves into three classes: The reception held in Fenwick Hall on Tuesday evening; the Solemn Pontifical High Mass, Wednesday morning; and the upturning of the sod for the new academic building, Beaven Hall.

To the reception in the evening all the alumni were bidden, and but a few other guests owing to the limited capacity of the hall. The decorations of the college cor-

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ridor and assembly room, under the direction of Rev. Frederick Heaney, S.J., professor of classics and English in sophomore, were both original and elaborate. One striking feature was the reproduction of the armorial bearing of the prelates and dioceses taking part in the reception. These coats of arms (the work of one of the students, Mr. Vincent A. J. Cagliostro, 1912, of New York) grouped about the papal insignia upon the stage, together with the Stars and Stripes, formed a brilliant contrast to the sombre purple, the color both of the College and the episcopal office, that formed the background of the decorations. At 8.30 p.m. the visiting prelates, preceded by the senior class in cap and gown, the alumni and faculty, entered Fenwick Hall and took their seats upon the stage. Greetings in prose and verse, in Latin and in English, were delivered by representatives of the several classes, while in the intervals the College Orchestra, under the direction of Rev. Louis J. Haubert, S.J., and the Glee Club, directed by Rev. John W. Coveney, S.J., contributed their share to the entertainment of the evening. The features of the literary programme were: a Latin ode, "Laudes Pastorum," by J. Joseph Quinn, '15, of Newark, N. J.; "Mother's Joy," English oration, Lawrence J. Jackson, '13, Mansfield, Mass.; "Exultatio Filialis," Latin oration, Walter J. Hutchinson, Waterbury, Conn.; and "Our Mitred Sons," English ode, John McCoy Slattery, '12, Worcester, Mass.

Rt. Rev. Thomas J. Conaty, D.D., '69
Bishop of Los Angeles, Cal.

Rev. Fr. Joseph N. Dinand, S.J., president of the College, then bade the bishops welcome in the name of the faculty and alumni. He said:

" Rt. Rev. Bishops, Rt. Rev. Monsignori, His Honor the Mayor, Holy Cross Alumni and Students:

" Ten years ago, almost to the very day, Holy Cross celebrated, for the first time in her history, Bishops' Day. On that occasion there were seven of her mitred sons present, three of whom have since passed to the reward of their faithful labors. Holy Cross has been the fruitful mother of bishops, having given no less than thirteen of her children to the episcopacy; nor does she in the midst of her present happiness this evening forget to name with prayerful remembrance her revered dead: Bishops Healy, McMahon, Baltes, Bradley, Michaud, Delaney and Gravel—God rest them.

" Holy Cross has six of her sons numbered among the hierarchy, and is happy and honored to-night to have five of the six here present with her, and four of her six Rt. Rev. monsignors.

" The purpose of the celebration of Bishops' Day is to afford our distinguished prelates an opportunity of meeting together once again under the same old roof that sheltered them years ago in college days, to renew friendships, recall memories and rejoice in a common joy with their Alma Mater, and to afford their Alma Mater an opportunity of showing how happy and proud she is of her illustrious sons. As for the first, I shall leave that theme to the right reverend bishops; as for the second, that honor and privilege is mine.

" In the name of Holy Cross, her faculty, students and alumni I extend to you, Right Reverend Bishops, and you, Right Reverend Monsignors, a sincere, cordial and affectionate welcome. Bishops' Day means much to Holy Cross. It brings to her heart the blessings of present joys, and encouragement for the future in the spirit of earnest gratitude to God. Commissioned as she is to go teach all men the way of truth, hers has been the enviable honor of seeing over one thousand of her sons go forth into life to cope with influences, influence conditions, uplift standards of conduct and leaven the morality of a nation. Her doctors, lawyers, business men are everywhere in this great land upholding the best traditions of the Catholic Church in her laymen, and are true witnesses to Christ in the communities where they labor.

" But to-night we are met to welcome those upon whose brow holy Mother Church has set her mitre-crown

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of approval, confidence and authority—the pastors of Christ's flocks, men who have been raised up out of our midst, who from the day they entered these portals were guided by the hand of God and led on through their course, formed and fashioned in mind and heart by the sweet influence of grace till they were adjudged ready to answer the question, 'Lovest thou me more than these?' with that fullness and sincerity of heart, 'Lord, thou knowest all things; thou knowest that I love thee'—that moved the Master to bestow upon them His own authority, 'Feed my lambs; feed my sheep.' Joy unbounded feels the heart of her to whose fostering care was committed a soul that God had from all eternity decreed should be the defender of faith, guardian of morals, the Shepherd of his flock. Great beyond telling is the honor that is hers to have been singled out to be the mother of a pastor of souls. To have been so honored thirteen times is sweetest consolation and sure pledge of God's abiding love for dear old Holy Cross.

"Bishops' Day truly means much for Holy Cross! It gives her courage for the future. Courage comes to her from the voices of the poor and afflicted that are lifted up to bless the names of her sons who bring relief and remedy; courage comes to her from the voices of widows, orphans and men defrauded of their just rights, that are lifted up to bless the names of her sons who secure justice; but greater courage still comes to her from the voice within the sanctuary that proclaims of any one of her children, 'This is my beloved son, hear ye him.'

"May the heroic spirit of her glorious history abide with her, may her enlightening spirit of learning ever shine forth from her, may her strong spirit of faith increase in her, may her pure spirit of morality be guarded within her, that her future may surpass the glories of her illustrious past and God's holy designs be fulfilled in her.

"Right Reverend Bishops, Alma Mater kisses the anointed hands of her priested sons and with the full tide-flow of love, gratitude and joy, kneels down to ask upon herself and upon your younger brothers, her present day sons, that blessing which is yours to give and hers to cherish to the end of time."

The reverend president then introduced the bishops, who gave short but forcible addresses interspersed with sallies of wit. The first speaker, Rt. Rev. Louis S. Walsh, of Portland, Me., dwelt principally upon the lesson of

Rt Rev. Thomas D. Beaven, D.D., '70
Bishop of Springfield, Mass.

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encouragement and buoyancy in the face of obstacles the student should draw from the history of Holy Cross. Beginning with no resources, amid hostile surroundings, it had, in the teeth of opposition, day by day mounted up to its present eminence. Indeed Holy Cross College, with its numerous alumni and students and ever increasing reputation, might be called the legitimate successor of that first band of Frenchmen who, long before Boston or Plymouth Rock were dreamed of, had planted the keen and incisive language and apt illustrations he outlined the lifework of the ideal Catholic graduate.

He was followed by the Rt. Rev. Matthew Harkins, bishop of Providence, who with rare dignity mellowed by wit insisted on the largeness and simplicity of soul that would be required to do the work expected from the coming graduates of Holy Cross College. He dwelt upon the wider views that come with experience and the " years that bring the philosophic mind." Yet it

Rt. Rev. Michael J. Hoban, D.D., '74
Bishop of Scranton, Pa.

standard of the cross in New England, on a barren isle still called the Island of the Holy Cross, in remotest Maine. It had been a slow, painful growth for Catholicity, but the day had dawned at last. So, too, strong in their confidence in the same holy standard the future graduates of Holy Cross could feel the assurance of infallible success.

The Rt. Rev. Bishop, Michael J. Hoban of Scranton, Pa., taking up the theme, went on to show what would be the nature of the struggle and the work of the Holy Cross graduate. He touched upon the evils and dangers of modern life, and pointed out what the church and the country expected from its educated classes if the onrushing tide of evils was to be pushed back. With is the prime function of a liberal education to beget breadth of view and largeness of soul. This then should be the ambition of students, to get the utmost good from their advantages. He dwelt with lingering affection upon the old days of the College, where amid simplicity of all kinds, even great poverty, nevertheless greatness of mind flourished. When though almost every avenue to prominence was closed to the Catholic graduate, they planned to be great even in their little spheres of life.

When the last speaker of the evening, the Rt. Rev. Thomas D. Beaven, bishop of the diocese, was introduced the entire audience, rising to its feet, greeted him with a wild storm of applause.

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In words throbbing with emotion the right reverend speaker dwelt upon the honor done his Alma Mater when so many bishops set the approval of God's Church upon her work by their gracious presence. He went on to speak of what Holy Cross had always meant for him in boyhood days and now when burdened with the cares of a large diocese, its memories were always to him sources of loftiest inspiration; those who had come forth with its spirit his most earnest co-operators. It was for the coming generations to imbibe deeply at the wellsprings which bubbled up from the century-old traditions enshrined in Holy Cross that they might on a larger field emulate the achievements of those who had gone before. As Mt. Parnassus was to the ancient Greeks so should Holy Cross be to the Catholics of New England, the source of their noblest inspirations, the centre towards which they should unceasingly turn to draw that firm adherence to the right which alone could guarantee success to their God-sent and God-crowned mission.

After repeated " Hoyas " and college cheers from the students, the guests filed out and the first part of the programme came to a successful close.

On the morrow at 10 o'clock came the great liturgical function which, of course, was the principal feature of the celebration. The celebrant of the Solemn Pontifical High Mass, the right reverend bishop of the diocese, was assisted by a host of clergymen drawn from the ranks of the older alumni.

Rt. Rev. Louis S. Walsh, D.D., '78
Bishop of Portland, Me.

The officers of the mass were: Celebrant, Rt. Rev. Thomas D. Beaven, D.D., '70, bishop of Springfield, Mass.; assisting priest, Rev. William H. Fitzpatrick, '62, of Dorchester; deacons of honor, Rev. Patrick B. Phelan, '69, of Holyoke, and Rev. David F. McGrath, '70, of Milford; deacon of the mass, Rev. Richard Neagle, '73, of Malden; sub-deacon of the mass, Rev. Michael H. Kittredge, '75, of Clinton; master of ceremonies, Rev. James F. Ahern, '96, of Springfield; acolytes, Rev. John M. Kenny, '84, of Leicester, and Rev. Alexander J. Hamilton, '86, of Campello; censer

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bearer, Rev. James J. Howard, '87, of Athol; mitre bearer, Rev. Edward J. Fitzgerald, '88, of Clinton; crozier bearer, Rev. James T. Ward, '89, of Providence, R. I.; book bearer, Rev. William A. Hickey, '90, of Gilbertville, Mass.; candle bearer, Rev. John W. Houlihan, '91, of Portland, Me.; and gremial bearer, Rev. Michael A. K. Kelly, '92, of Springfield, Mass.

Sermon by Rt. Rev. Joseph J. Rice, D.D., '91, bishop of Burlington, Vt.

Assisting bishops, Rt. Rev. Matthew Harkins, D.D., '64, bishop of Providence, R.I.; Rt. Rev. Michael J. Hoban, D.D., '74, bishop of Scranton, Pa.; Rt. Rev. Louis S. Walsh, D.D., '78, bishop of Portland, Me.; and Rt. Rev. Joseph J. Rice, D.D., '91, bishop of Burlington, Vt.

Assisting monsignors: Rt. Rev. Mgr. William P. McQuaide, '64, of Boston; Rt. Rev. Mgr. Jeremiah E. Millerick, '67, of Boston; Rt. Rev. Mgr. John T. Madden, '72, of Holyoke; Rt. Rev. Mgr. Michael C. McDonough, '81, of Lewiston, Me.; Rt. Rev. Mgr. Charles W. Collins, '91, of Kennebunkport, Me.; and Rt. Rev. Mgr. Joseph A. Delaney, '09, of Albany, N. Y.

Deacons of honor: To the Rt. Rev. Bishop Harkins, '64, Rev. William H. Rogers, '68, of Hartford, Conn., and Rev. John J. McCoy, '76, of Worcester; to the Rt. Rev. Bishop Conaty, '69, Rev. Levi J. Achim, '85, of Pittsfield, and Rev. Daniel E. Doran, '86, of Hyannis; to the Rt. Rev. Bishop Hoban, '74, Rev. Thomas F. McManus, '77, of Brookline, and Rev. Charles W. Regan, '78, of Roxbury; to the Rt. Rev. Bishop Walsh, '78, Rev. John J. Lyons, '79, of Manchester, N. H., and Rev. James F. Maher, '80, of Stockbridge; to the Rt. Rev. Bishop Rice, '91, Rev. Thomas W. Coughlin, '81, of Watertown, and Rev. Cornelius J. Riordan, '83, of Rockport.

The mass very appropriately was that of the "Commemoration of the Holy Cross." No pains were spared to throw around the ceremony everything that could enhance the intrinsic dignity and beauty of the rite. The exquisite decorations in the sanctuary (the work of Rev. George A. Coyle, S.J.), the brilliant robes of the assisting bishops and monsignori, the gorgeous golden vestments of the celebrant and ministering clergy, the rare beauty of the solemn Gregorian music all conspired to make this ceremony one rarely to be witnessed save in the greater cathedrals of the land.

At the close of the mass Rt. Rev. Joseph J. Rice of Burlington, Vt., preached a short but brilliant sermon on the teaching function of the Church. He bade his hearers look back at the first chartered Christian teaching body, the College of the Apostles, with their divine mission and divine charter fresh from the hand of God. From them he traced the teaching function as it has always existed in the Church. Not only sacred science but even secular sciences as well, he showed, were cultivated in the schools set up by the Church even in the days of direst persecution. And when the dawn of peace came he showed how the same teaching function was exercised in the countless monastic and cathedral schools that dotted Europe in the Middle Ages, to be succeeded later by these wonderful mediaeval universities. In rapid but graphic sentences he showed how the Church undertook the education as well as the Christianization of the New World, once it was opened up by Columbus. Spanish universities of the highest type flourished in America before Englishmen dreamed of colonies on our shores; while even in the frozen north French Jesuits opened a full college the year before Harvard saw the light. Then in a brilliant peroration he exhorted the students to profit by the sound views, which, it is admitted on all hands, as he showed by citations, are still fostered in Catholic seats of learning.

Rt. Rev. Joseph J. Rice, D.D., '91
Bishop of Burlington, Vt.

After the brilliant sermon of Bishop Rice the students, alumni, faculty and officers of the mass formed in procession and marched to the plot where the ceremonies of solemnly upturning the sod for the new Beaven Hall were to be performed. After singing the official College song the reverend ordinary of the diocese upturned the first sod. In this he was followed by the reverend president of the College, the bishops and class presidents.

Though the ceremony was of the simplest, yet it meant much for those engaged in it. It means the enlarging of the sphere of Holy Cross' activity by materially increasing her accommodations. Regularly for some years past numerous applicants for admission have been refused merely for want of proper accommodations.

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The Chamber of Commerce of the United States of America

National Business Body Organized Last Month at Washington For the Purpose of Co-operating with the Government in the Development of American Commerce and Industry Attracts Great Interest.

CHARACTERISTICALLY American was the management of the Convention called at Washington April 22d, for the formation of the new Chamber of Commerce of the United States of America.

Work which it took years to perform abroad was carried through at Washington in forty-eight hours, and all attempts at delay met with the sternest kind of opposition from the delegates.

It is not at all certain that the sober second thought always safe and seldom wrong would not have resulted in modifying some of the things done and undoubtedly in more than one instance for the better.

There was, for instance, on the part of the delegates, a well-defined feeling that the new organization was dominated from the start by certain of the larger bodies which apparently had formed in advance of the Convention an offensive and defensive alliance. The Boston Chamber of Commerce, the Chicago Association of Commerce and the business interests of New York represented by the various Trade Organizations of that city seemed to have a perfect understanding and it was evident to the great mass of the delegates that they would have to take precisely what these gentlemen meted out to them or else run the risk of having the entire plan fall through.

The friends of the new movement who are at all far-sighted have craved for it a measure of democracy which was never found in either of its predecessors, the National Board of Trade, and the National Council of Commerce, both of which were essentially aristocratic organizations.

Some effort has been made to render this new movement more democratic than either of its predecessors, particularly by means of the Advisory Council, hereafter mentioned, but it failed at its most vital point when it made the dues so large as to render membership in it prohibitive except for the biggest and richest bodies. Article 5, that pertaining to the dues, will prove a stumbling block in the path of the Chamber from the very outset and it should never have been drawn as it finally appeared. Under its provision and the article which precedes it the Worcester Board of Trade with a thousand members pays $250.00 a year dues, if it joins, and the Boston Chamber of Commerce with forty-seven hundred members pays precisely the same amount. The only just and equitable way for this matter to be worked out is on the basis of a per capita tax. It was suggested at Washington that this per capita tax should be ten cents a head, with a minimum of perhaps $25. This would have given the weaker organizations an opportunity to come into the organization without asking the Directors to make a special exception in each case, and is the plan that will eventually have to be carried out if the Chamber is to become anything more than a mere figurehead.

HARRY A. WHEELER, PRESIDENT

The attitude of the National bodies already in existence like the National Confectioners Association and similar organizations was secretly hostile to the new movement and they have so far shown an unwillingness to identify themselves as a whole with it. If the officers who have been placed at the head of this new organization are wise they will heed the wishes of the smaller organizations and will endeavor to so democratize the Chamber that it will soon become thoroughly representative without these national organizations. It is said that there are 5600 commercial bodies in this country of one sort or another. In the neighborhood of 150 of these organizations were represented at Washington. If the remaining five thousand odd bodies are to be brought into the new chamber it will have to be conducted along very different lines from that which characterized its formation and the sooner those responsible for its future realize that fact the better it will be for the commercial interests of the nation.

In a movement of this kind the commercial interests of New England for example, are not going to permanently submit to domination by a combination of the Boston Chamber of Commerce, the New York Merchants Association, the Philadelphia Board of Trade, the Pittsburg Chamber of Commerce and the Commerce Association of Chicago, estimable as we all know these organizations to be. Similar conditions exist in the West, the South and the Southwest. The larger bodies absolutely controlled this convention and they put through precisely the sort of a program that they had mapped out in advance, but it has been discovered in this country before and is sure to be discovered again that while the great mass of our commercial organizations may be led like a horse to water it is extremely difficult to make them drink, particularly when they are suspicious of the hand on the halter.

The Convention was held in the New Willard Hotel, and was one of the most representative bodies of business men ever brought together in this country. The Worcester Board of Trade was represented by Edward M. Woodward, President; Albert H. Inman, Vice-president; C. Herbert DeFosse, Chairman of the Committee on Banking, and the Secretary, Herbert N. Davison. There was a large and intelligent delegation present from Massachusetts, which organized on the opening day as a state delegation, with John J. Martin of the Massachusetts Real Estate Exchange as President, and Herbert N. Davison as Secretary. Mr. Davison was also

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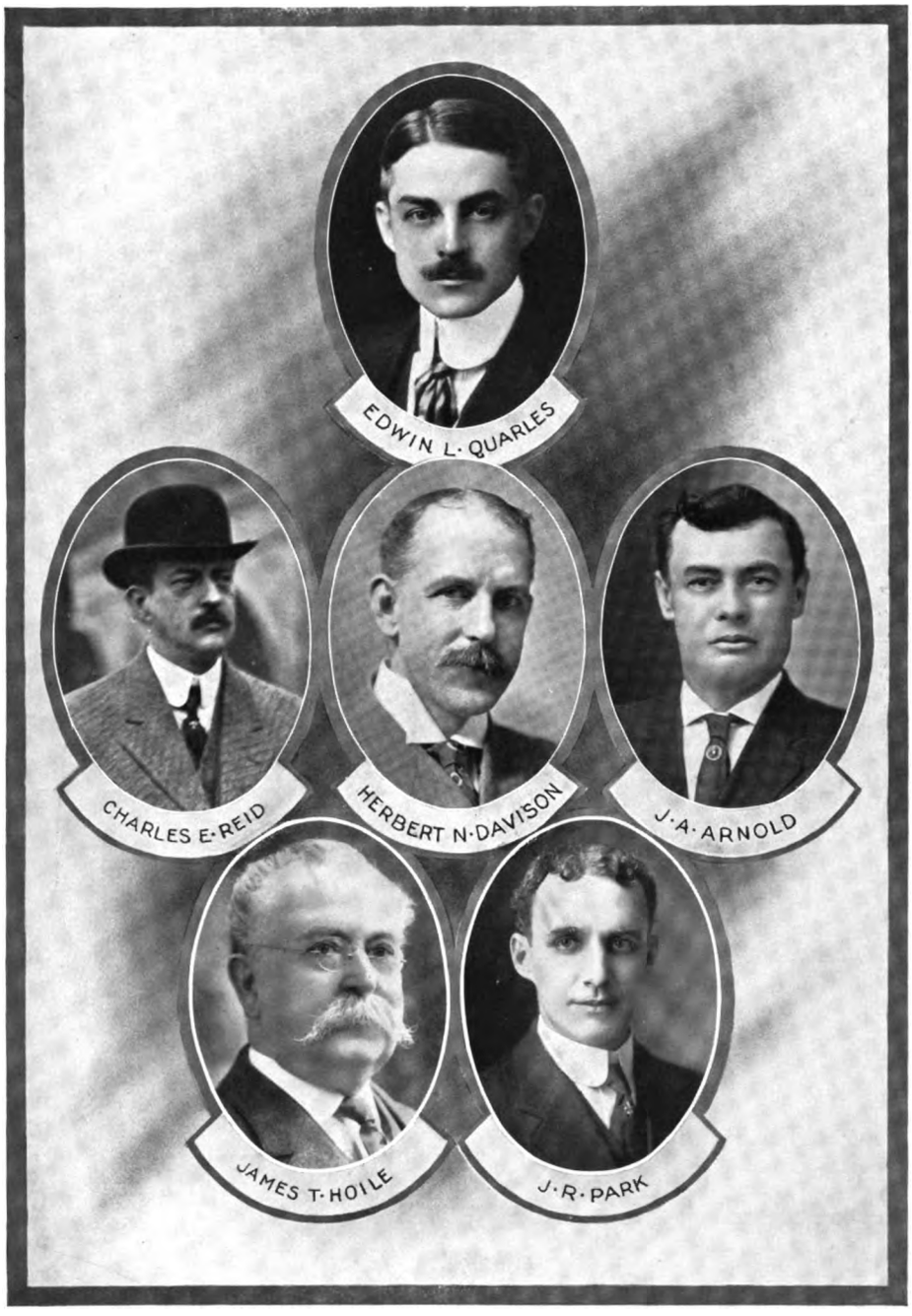
elected one of the permanent secretaries of the Convention on motion of C. F. Perry of Quincy, Illinois, and had the honor of making up the permanent records of the new body.

The Convention was opened by the President of the United States, in a brief address of welcome. He was enthusiastically received, all the delegates standing up and cheering when he came into the hall, accompanied by his aid, the successor to the lamented Major Butt. Secretary Charles Nagel of the Department of Commerce and Labor followed with a scholarly and statesmanlike paper outlining the necessity for a business body of a semi-official character which could act in close relationship with the government and still not be under its actual control.

Mr. Harry A. Wheeler of Chicago, Vice-president of the Union Trust Co., and ex-president of the Chicago Association of Commerce was elected as temporary chairman and J. A. Arnold of Fort Worth, Texas, James T. Hoile of Brooklyn, New York, and Edwin N. Quarles of Baltimore, Maryland, temporary secretaries. Col. John Martin was also elected Sergeant-at-arms. After an address by Temporary Chairman Wheeler, and the appointment of a committee of seven to perfect the organization the convention adjourned until Monday afternoon.

The report of the organization committee was made by Ludwig Nissen of New York and provided for a committee of one from each state and ten at large to act as a committee of permanent organization. Some effort was made to reduce this committee from 52 to 15 but the convention voted the proposal down decidedly. Congressman John A. Small of North Carolina then presented the name of Mr. Wheeler as permanent chairman, put the motion, and declared him elected, the vote being unanimous. The following permanent secretaries were then chosen:



HERBERT N. DAVISON, RECORDING SECRETARY, EDWIN L. QUARLES, READING SECRETARY AND THE VARIOUS SESSION SECRETARIES.

J. A. Arnold, secretary-manager of the Commercial Secretaries and Business Men's Association of Texas, Fort Worth, Texas; Herbert N. Davison of the Worcester, Mass., Board of Trade; Charles E. Reid of the North Side Board of Trade, New York City; Edwin L. Quarles of the Greater Baltimore Committee, Baltimore, Md.; Joseph R. Park of the Board of Trade of Pittsburg, Penn., and James T. Hoile of the Manufacturers Association of New York, Brooklyn, N. Y.

The convention then took a recess of fifteen minutes while the various state delegations selected their representatives in the committee on permanent organization.

The executives informally discussed various national questions. These appointments to the committee were then ratified:

STATE	NAME	CITY
Alabama,	W. M. Black,	Montgomery
Alaska,		
Arizona,		
Arkansas,	Rollin W. Rogers,	Texarkana
California,	William N. Bunker,	San Francisco
Colorado,	Aaron Gove,	Denver
Connecticut,	E. C. Buckland,	New Haven

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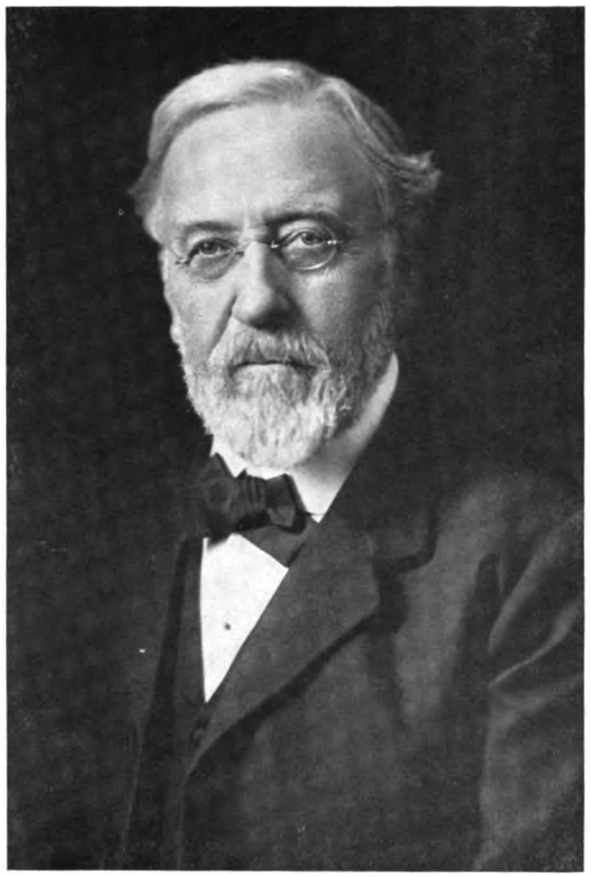
Delaware,	Howell S. England,	Wilmington
District of Columbia,	John Jay Edson,	Washington
Florida,	C. E. Dobson,	Pensacola

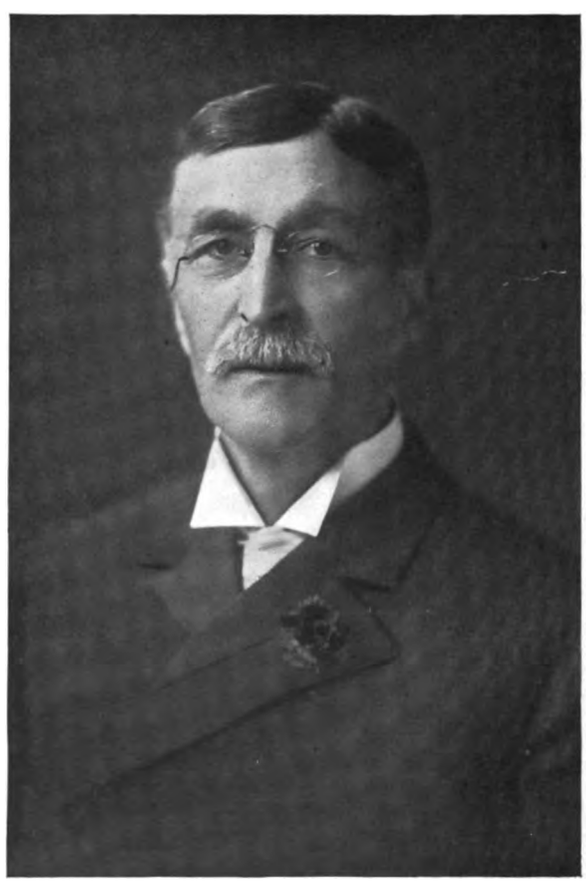


A. B. Farquhar

Georgia,	Harvey Granger,	Savannah
Hawaii,	George Mck. McClellan,	
Idaho,		
Illinois,	T. Edward Wilder,	Chicago
Indiana,	Roscoe O. Hawkins,	Indianapolis
Iowa,	Homer A. Miller,	Des Moines
Kansas,	C. J. Henshaw,	Newton
Kentucky,	Alfred Brandeis,	Louisville
Louisiana,		
Maine,		
Maryland,	Bernard N. Baker,	Baltimore
Massachusetts,	John H. Fahey,	Boston
Michigan,	Joseph Tracy,	Saginaw
Minnesota,	John R. Marfield,	Minneapolis
Mississippi,		
Missouri,	H. G. Moore,	Kansas City
Montana,		
Nebraska,	D. L. Spellman,	Beatrice
Nevada,		
New Hampshire.	George H. Whitcher,	Berlin
New Jersey,	Walter Wood,	Camden
New Mexico,		
New York,	Henry R. Towne,	New York
North Carolina,	W. T. Corwith,	Charlotte
North Dakota,	E. J. Lander,	Grand Forks
Ohio,	J. G. Schmidlaff,	Cincinnati
Oklahoma,	P. J. Hurley,	Tulsa
Oregon,	Joseph N. Teal,	Portland
Pennsylvania,	James Francis Burke,	Pittsburg
Philippine Islands,	N. L. Stewart,	Manila
Porto Rico,	John M. Turner,	San Juan
Rhode Island,	E. Tudor Cross,	Providence
South Carolina,	A. W. McKeand,	Charlestown
South Dakota,		
Tennessee	W. Scott Ralston,	Chattanooga
Texas,	H. H. Haines,	Galveston
Utah,	L. J. Farrer,	Provost City
Vermont,		
Virginia,	Charles G. Craddock,	Lynchburg
Washington,	F. E. Goodall,	Spokane
West Virginia,	W. E. Wells,	Newell
Wisconsin,	Walter B. Fisher,	Milwaukee
Wyoming,		

It thus appeared that out of the 52 possible nominations there were 12 vacancies as follows: Alaska, Arizona, Idaho, Louisiana, Maine, Mississippi, Montana, Nevada, New Mexico, South Dakota, Vermont and Wyoming. None of these states had a representative present. Several other states only had one representative in attendance and with characteristic American modesty he nominated himself.

After the states had chosen their standard bearers Mr. Wheeler announced the ten delegates-at-large as follows: J. P. Truesdell of the New York Produce Exchange; Col. W. S. Harvey of the Philadelphia Commercial Museum; H. H. Johnson of Cleveland Chamber of Commerce, G. Grosvenor Dawe of the Southern Commercial Congress, Washington, D. C.; Louis W. Parker of the Greenville, S.C., Board of Trade; E. W. McCullough of the National Implement and Vehicle Association of the United States, Chicago, Ill.; Lewis



J. N. Teal

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Dill of the National Wholesale Lumber Dealers Association of New York; L. L. Rue of the American Bankers Association of New York; H. E. Miles of the National Manufacturers Association, Racine, Wis.; and Hon. William McCarroll of the Board of Trade and Transportation of New York.

The several plans of organization were then presented by their authors: Howard C. Smith for the Chamber of Commerce of the State of New York; Edward A. Filene for the Boston Chamber of Commerce and Congressman James Francis Burke for the Pittsburg Chamber of Commerce.

Plans were also presented by Mr. C. F. Perry of the Quincy, Ill., Chamber of Commerce; Mr. M. D. Rothschild of the National Jewelers Board of Trade and Mr. Emil Albricht for the Philadelphia Boards.

The Pittsburg plan was the one finally adopted. Indeed it was the only one seriously considered in committee. It was presented to the committee on Permanent Organization by Mr. Haynes of Texas but was eloquently defended on the floor of the committee by Congressman Burke. It is well within bounds to say that to Congressmen Burke is due the sole honor of its adoption, for there were times during the session of the committee on Permanent Organization that it looked as though no plan whatever would be recommended. It was seriously argued by both Henry R. Towne of New York and Chairman Wheeler that time enough had not been given to the subject to warrant perfecting organization at this time and that the members of the committee ought to recommend to the convention the postponement of the whole matter for another year while experts went ahead and studied the subject from the European standpoint with a view to making a report that should enable us to embody in the constitution and by-laws the best of the methods pursued in the older countries.

James F. Burke

This proposal was vigorously combated both by John H. Fahey of Boston who was elected chairman of the committee on Permanent Organization and Mr. Burke, and was eventually voted down decisively.

Eventually a sub-committee of seven from the main committee was chosen to draft the plan of the new organization and this body wrestled all Monday night with the problem confronting them.

The convention reopened at 10.30 Tuesday morning and the chairman immediately recognized John H. Fahey who presented the plan of organization which, after a few slight amendments, was adopted. It is as follows:

ARTICLE I

The name of this organization shall be The Chamber of Commerce of the United States of America.

ARTICLE II

Object

The object of this association shall be to provide a national clearing-house for the development and consideration of business opinion and to secure united action upon questions effecting the commercial interests of the United States. Only questions of national importance shall be considered.

ARTICLE III

Membership

Every commercial or manufacturers' association not organized for private purposes, shall be eligible for constituent membership in the chamber. Such associations shall be of two classes: (1) Local or state commercial or manufacturers' organizations, such as boards of trade or chambers of commerce, whose activities are confined to a single state, city or locality, and (2) state, interstate, or national commercial or manufacturers' organizations whose membership is confined to one trade or class of trades.

ARTICLE IV

Representation

Associations having 25 members shall be entitled to one delegate and one vote, and for each 100 additional members in excess of 50, one additional delegate and one vote; but no association shall be entitled to more than 10 delegates and 10 votes.

ARTICLE V

Dues

Each association shall pay annually, in advance, dues of $25 for each delegate to which it is entitled. Members from cities of less than 50,000 population may be admitted by vote of the board of directors upon the payment of such dues as the board of directors shall fix.

ARTICLE VI

Officers

There shall be an advisory council made up of one representative selected by each constituent member. There shall be elected by this conference a board of directors of 25 to serve until the next meeting, which board shall elect a president, three vice-presidents and a treasurer.

ARTICLE VII

Duties of Board of Directors

Section 1. It shall meet and organize immediately upon adjournment of this conference.

Section 2. It shall elect a secretary and prescribe his duties.

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Section 3. It shall provide permanent headquarters in the City of Washington, and the necessary clerical force for the transaction of the business of the association.

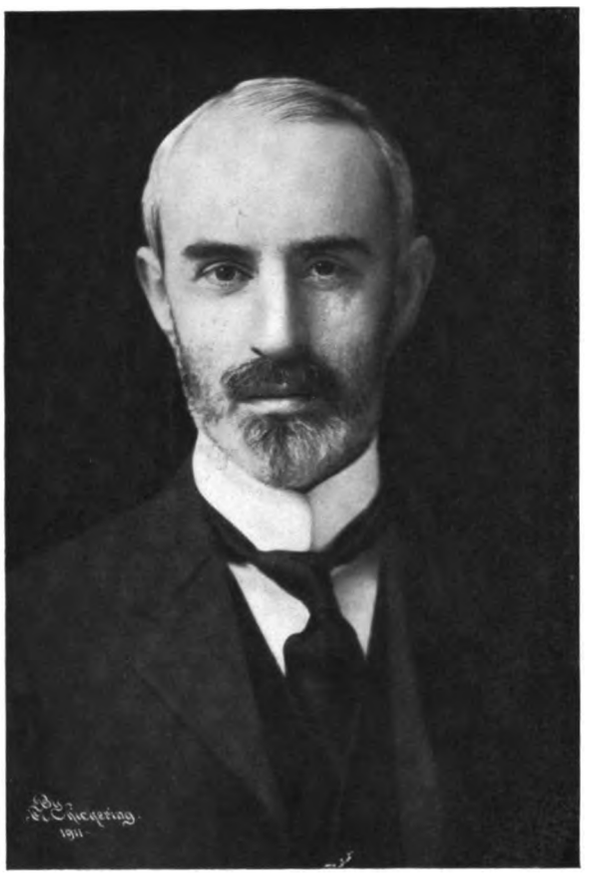
Section 4. It shall designate the place of meeting of each annual convention at least 90 days in advance thereof, and make the necessary arrangements therefor.

Section 5. It may by three-fourths vote of the total membership of the board of directors call special conventions of the association, giving to all members notice in writing at least 60 days in advance thereof.

Section 6. It shall prepare a program of subjects to be discussed at each annual or special convention, copies of which program shall be mailed to each delegate at least 60 days in advance of such convention. Each member may, from time to time, submit to the board of directors such questions for discussion at the annual or special conventions as it may deem desirable. Suggestions when approved by the board of directors shall be placed upon the program in the order in which they are received.

The board of directors may include in the program such questions of national importance as it may deem desirable for consideration and action.

Section 7. During the interim between conventions the board of directors shall submit to the members of the chamber such questions of national importance as it may deem wise for consideration and action. Upon receipt of the same it shall be the duty of the members to furnish, within 60 days, an expression of opinion upon the same. Any member may also, during such interim, submit to the board of directors such subjects as it desires to have discussed by other members, which questions, if deemed to be of national importance, shall in turn be referred to the various members for discussion and report.



JOHN H. FAHEY, CHAIRMAN EXECUTIVE COMMITTEE

Section 8. It shall also publish from time to time reports indicating the results of the discussion of the various questions which shall have been submitted to the members, and distribute such reports among the members at such intervals as it shall deem wise and necessary.

It shall also transmit these reports to such public officers or bodies as the convention may order or the board of directors may deem proper.

Section 9. It shall be the judge of the qualifications of all applicants for membership, and no applicant shall be admitted to membership except by vote of the said board of directors, nor shall any applicant be eligible for membership until it has presented to the board of directors a written statement setting forth: (1) Its purposes; (2) its total membership; (3) the date of its organization, and such other information as the board of directors may require.

Section 10. It shall prepare such rules as may be necessary for the orderly conduct and procedure of the national and special conventions, which rules shall not conflict with the provisions of these articles of association.

Section 11. The rules herein set forth and such other standing or special rules as the board of directors may adopt affecting convention procedure, may at any time be suspended by a three-fourths vote of all the delegates present at any convention.

The following perfecting resolutions reported by the Committee were also adopted by the convention.

Resolved, That the board of directors be instructed to formulate a constitution and by-laws for the Chamber of Commerce of the United States of America, in general conformity with the outline plan of organization adopted by this conference and apply for federal incorporation of the same.

Resolved, That as representatives of various organizations from widely separated points, we hereby pledge our efforts, to make the Chamber of Commerce of the United States of America a success and to recommend to the organizations we represent that they adopt the tentative plan suggested at the conference, and thus become members of this organization.

Mr. A. B. Farquhar of York, Penn., then moved that the Committee on Permanent organization be constituted a committee on nominations to bring in a list of directors to be voted on at the afternoon session.

Mr. Filene of the Boston Chamber of Commerce expressed the hope that this committee in making up the Directorate would consider itself entirely impersonally and that inasmuch as its members knew the situation thoroughly and had mastered the details of organization perfectly they should not hesitate to nominate themselves for directors when necessary.

The committee then retired and the convention took a recess until 2 o'clock.

When the members resumed, the committee had not concluded its labors and a considerable amount of routine business was transacted.

The chairman had read for information a letter from Congressman Ramsdell on the flood situation in the Mississippi valley, and resolutions were adopted calling for the printing of the plan of organization to be distributed to the constituent bodies, and for votes of thanks to be extended to the President, Secretary Nagel, Chairman Wheeler, the committee on permament organization, the secretaries and others.

The announcement by Mr. John Chandler Cobb of Boston, that the National Council of Commerce had $1000 in its treasury which it had ordered donated to

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the new organization was greeted with applause and on motion of Mr. C. Herbert DeFosse of Worcester, the money was accepted and a vote of thanks for the same was tendered the donors.

Greetings to the new chamber were extended by one organization 144 years old and by another three years old.

Chairman Fahey of the Committee on Permanent organization then reported the following list of directors who were elected by acclamation:

George H. Whitcher,	Berlin, N. H.
John H. Fahey,	Boston, Mass.
A. M. Cooper,	Bridgeport, Conn.
John P. Truesdell,	New York, N. Y.
L. Nissen,	New York, N. Y.
A. J. Logan,	Pittsburg, Penn.
Barnard M. Baker,	Baltimore, Md.
William D. Mullen,	Wilmington, Del.
John J. Edson,	Washington, D. C.
F. F. Prentice,	Cleveland, Ohio
F. A. Bode,	Chicago, Ill.
H. T. Wicks,	Saginaw, Mich.
August H. Vogel,	Milwaukee, Wis.
C. G. Craddock,	Lynchburg, Va.
P. J. Kruesi,	Chattanooga, Tenn.
Lewis W. Parker,	Greenville, S. C.
W. B. Thompson,	New Orleans, La.
I. H. Kempner,	Galveston, Tex.
H. J. Hodge,	Abilene, Kan.
Elias Michael,	St. Louis, Mo.
B. F. Kaufman,	Des Moines, Iowa.
E. P. Wells,	Minneapolis, Minn.
Everett G. Griggs,	Tacoma, Wash.
A. C. Dixon,	Eugene, Ore.
H. H. Allen,	San Francisco, Cal.

It was voted to ratify and confirm the nominations, and the several gentlemen were declared by the Chair unanimously elected Directors of the Chamber of Commerce of the United States of America.

It was resolved that all vacancies in the Directorate shall be filled by the Directors.

The Convention adjourned at 3.20 p.m., April 23d, the delegates singing "America" as the gavel fell.

It will be noted that the directors were elected by sections, the country being divided into six sections for that purpose. A map was hung up in the rooms of the committee on Permanent Organization and the men from the several sections, on the committee, selected their choices and reported the same to the full committee. The several selections were not made without a struggle. Indeed both as to the choice of directors and the plan of organization the results were accomplished with rational speed.

The pressure throughout the convention to close the business up and adjourn was extremely noticeable and robbed the meeting of that air of deliberation said to constitute most business bodies when they meet to discuss propositions so momentous as this one undoubtedly is.

After the convention adjourned a dinner was given the committee on Permanent Organization by Secretary Nagel and it was later announced that the directors had organized with the choice of Harry A. Wheeler of Chicago as president; J. N. Teal of Portland, Ore., Asa G. Chandler of Atlanta, Ga., and A. B. Farquhar of York, Penn., vice-presidents; John Jay Edson, Washington, D.C., treasurer; John H. Fahey, Boston, Mass., chairman executive committee.

Mr. Chandler has since resigned and it is not known at this writing whether or not the vacancy has been filled.

Headquarters of the new chamber have been temporarily established at 810 Evans Building, Washington, D.C., and a special committee has been appointed to take up the matter of charter and by-laws.

The outline plan of organization, adopted by the conference, and which will be embodied in the charter of incorporation which Congress will be asked to grant, sets forth the object of the association to provide a national clearing house for the development and consideration of business opinion, and to secure united action upon questions effecting the commercial interests of the United States. Every commercial or manufacturers' association not organized for private purposes shall be eligible for membership.

Subjects of national importance will be discussed at the conventions and during the interim the board will submit to the members such questions as it may deem wise for consideration and action, the members to furnish within sixty days an expression of opinion upon them.

Western Development

With other Massachusetts cities following the progress of the Grand Trunk bill in the General Court as closely as Worcester, comes an unusally valuable and interesting report on an investigation conducted by the Bureau of Manufactures of the Department of Commerce and Labor, on the development of the transcontinental railway systems, through British Columbia.

The activity of the Grand Trunk, pushing its lines through to the western terminal, Vancouver, is noted in connection with reports on work being done by other railway systems.

Concerning the situation in British Columbia, the possibilities for Worcester-made goods and all New England products finding another market are shown in this excerpt from the introduction to the report—

"One of the greatest handicaps to British Columbia development has been limited transportation facilities, a problem that has been under serious consideration by the provincial and Dominion governments.

"The Government policy may be said to be the granting of subsidies and debenture guaranties to railways for constructing certain extensions that will open up regions now inaccessible, and bind the Provinces together. These extensions as feeders for the main lines will, in time, probably prove valuable, but were it not for the expenditure to be made by the Province they could not be profitably built or operated for some time."

Refering directly to the Grand Trunk the report says:

"The railway policy of the provincial government provides for a 450-mile railway from Vancouver to Fort George, via North Vancouver, Howe Sound, the Squamish River, Lilloet, and the Fraser River, construction on the southern end to be started before July 1. Most of the route has not been surveyed and, therefore, not definitely outlined. Over this Pacific Great Eastern Railway the Grand Trunk Pacific is to have running rights and first option of purchase. The provincial government guarantees the company's bonds to the extent of $35,000 a mile.

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Worcester, Host to All New England

Where Commercial Travelers from Far and Near Can Combine Business and Pleasure, Find Hospitality and Goodfellowship and be Assured of a Royal Welcome at Seventeenth Annual Session of the Grand Council of New England

WHEN Worcester was selected as the seat of the New England Grand Council meeting of 1912 of the United Order of Commercial Travelers of America, there was rejoicing among the faithful of Worcester Council. They knew as will the hundreds of visiting councilors know, before they leave the Heart of the Commonwealth, that Worcester hospitality is the best brand on the market.

Only those who have had to bear the burden of arranging for the entertainment of the 2000 councilors know of the vast amount of work entailed in the preparations for the three days' sessions. They have worked early and late to assure the success of the meeting with no hope of reward, save the flattering comments of praise which will undoubtedly come to Worcester Council for the manner in which the extensive program is carried out.

Worcester Commercial Travelers are not alone in welcoming the visitors to our city. The honor is shared with every other public spirited citizen from the Chief Executive to Worcester's humblest citizen.

"If we do it, we will do it right" is the slogan of Worcester organizations in entertaining visiting brothers. It is adopted in substance by every convention committee becomes a watchword during the months of preparation and makes Worcester meetings and conventions stand above others in sister cities.

There has been no question about Worcester Council "Doing it right." The organization is credited with having within its membership more than its proportionate share of live wires and progressive salesmen and it went without saying that things would be done right.

The proof of the assertion lies in these three days. As this issue goes to press everything is ready for the big meeting. Not a detail has been overlooked. Not an omission is apparent and the Worcester contingent stands with open arms awaiting the arrival of its many guests to enjoy Worcester hospitality in its native home—The Heart of the Commonwealth.

The names of those to whom the task of planning the convention details was given, appears in the following list; but to the entire membership of Worcester Council is given a proportionate share of the glory.

General committee, W. F. Van Ornum, chairman; A. M. Butterfield, secretary and treasurer; J. A. Farnum, A. H. Inman, G. S. Butler and G. E. Deland.

Grand Council and Delegates, A. H. Parker, chairman; E. C. Carr, W. H. Dunham and R. C. Cleveland.

Transportation, C. A. Fischer, chairman; F. L. McNeill and Barney Leavitt.

Parade and Music, L. M. McCallum, chairman; R. B. Bond, E. B. Maynard, F. W. Payne and H. R. Jones.

Publicity and advertising, J. Edmund Thompson, chairman, H. L. Adams, C.H.Robbins, A. J. Hooper and C. C. Thompson.

Reception and Entertainment of Ladies, E. H. Marble, chairman; A. A. Berger, W. R. Helie, W. L. Buckner and J. C. May.

Souvenirs and Badges, J. A. O'Brien, chairman; J. F. Childs, Chas. K. Manning, H. E. Carlton and C. H. Muzzy.

Amusement and Entertainment, E. M. Dodge, chairman; C. C. Dodge, L. C. Havener, B. H. Pierce and R. H. Kennedy.

Hotels and Accommodations, C. L. Rundlett, Jr., chairman; John E. White, J. K. Adams, J. N. Champlin and F. H. Slayton.

Decorations, L. B. Wheaton, chairman; H. A. Ballou, F. E. Frost, C. R. Landry and G. B. Morse.

Refreshments, W. A. Stowe, chairman; H. W. Fisher, Wm. F. Burbank, C. L. Rix, J. B. Densmore and H. C. Carter.

The Official Programme

Thursday, June 13, 1912

Forenoon
Arrival of Councillors and registration.

Afternoon
First Session of Grand Council, in Odd Fellows' Hall.

Evening
Exemplification of Degree Work by Worcester Council.

Friday, June 14

Forenoon
Business Session of Grand Council.

Afternoon
Continuation of Business session.
Worcester Art Museum open to all Councillors and Convention guests.
Inspection of Girls' Trade School and Royal Worcester Corset Co. factory by the Ladies.

Evening
Acquaintance Party in Mechanics Hall in charge of Ladies' Auxiliary of Worcester Council. Entertainment and Dance.

Saturday, June 15

Forenoon
7 to 9.15 a.m. Registration of Councils at Board of Trade rooms, 11 Foster Street.
9.30 Assembly for Parade in Salem Square.
10.30. Start of Parade. Route: Park Street, Portland Street, Myrtle Street, Main Street to Lincoln Square.
11.15. Electric cars taken at Lincoln Square to New England Fair Grounds.
12 m. Genuine Old-fashioned Barbecue.

Afternoon
Something doing every minute. Ball Games, Athletic Games, Horse Racing and other features.

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When one realizes that the Order of United Commercial Travelers of America sweeps through this great country, it seems difficult to realize that the early days of the organization were characterized with the same series of obstructions and prophecies of failure, which can be found in the records of other great national organizations of to-day.

The fact that the U.C.T. struck a medium between the strictly fraternal order and the strictly beneficial association was in part responsible for the early trials of the organizers. Those approached did not grasp the significance of the scheme. They could not see in it anything new at all, whereas, as a matter of fact, the idea was entirely new, so much so that the organizers had to blaze a trail for many months before the association gained a foothold.

But those who gave their time and money to start the national movement built better than they knew. To-day the Order stands in a class by itself among traveling men. Its members are numbered by thousands. They come from the North, the East, the South and the West. Every successful traveling man on the road to-day wears the button of the U.C.T.

The task of laying a ground plan of organization, defining duties of officers and the drafting of a ritual was left with these two men, Levi C. Pease, a native of Connecticut and John C. Fenimore, born in Indiana and widely known through the West and South. Charles Benton Flagg, the first Supreme secretary of the Order successfully carried through that important duty of planning a system of clerical work, which would be ample to serve the organization for all time.

JOHN A. FARNUM
Senior Counselor, Worcester Council

Every official ever connected with the Order has come to realize the monumental work which the founders performed. Their tribute is summed up in this appreciation written for and sanctioned by the Grand Council Officers in " The Story of the Order of United Commercial Travelers of America "—

" Fortunately, the founders and first Supreme Secretary possessed in composite the qualities of intelligent persistence, brilliant leadership, singleness of purpose, tact, executive ability, earnestness, sincerity, optimism, far-sightedness, confidence, resource, tireless energy, good fellowship and supreme patience; all these, in about the degree necessary to the accomplishment of the giant task to which they had set themselves. A weakness at any of the above points would have meant failure.

" Consciously or unconsciously, the plan evolved by them was destined for a large development; it was a wide and nationalized movement from the start; it was not to be confined to any single section or grand division of the country; it was purposed that Eastern thrift and Southern chivalry should join with Northern steadfastness and Western energy in a concert of sympathetic co-operation.

" Of the eight men associated as incorporators, L. C. Pease, J. C. Fenimore, C. B. Flagg, F. A. Sells, John Dickey, S. H. Strayer, W. E. Carpenter and C. S. Ammel, no two represented the same line of trade, and all of them were recognized as leaders in their particular field of salesmanship. And what is more to the point, all founders and incorporators who are still living, are to-day active and vitally interested in all that pertains to the Order's welfare, thus showing the unselfish zeal that has prompted them from the beginning."

It is in the Subordinate Councils that the degree of the Order is exemplified, no further degrees being required for advancement into the two higher bodies of the Order. Good standing in the Subordinate Council, however, is made a condition to a voice and vote in the higher bodies.

The Order was fortunate in having as one of its founders a ritualist of marked ability. The result of John Cooper Fenimore's labors, was a ritual which is a pleasing surprise to the novitiate, without any of the oft-expected burlesque features and entirely free from vulgar or objectional elements. Building about the Order's tenets of Unity, Charity and Temperance, the ritualist has evolved an initiatory ceremony that is capable of a beautiful and an impressive exemplification, strongly imbued with elevating lessons and thoroughly in keeping with the Order's character, aims and purposes.

The Grand Councils, to which all Subordinate Councils are attached, with the exception of those in detached and scattered territory, are twenty-five in number. Meetings of these bodies are held once a year between the first of May and fifteenth of June. The Grand Council is made up of representatives from all of the Subordinate Councils in the jurisdiction. Five contiguous Subordi-

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nate Councils, by their representatives, may organize a Grand Council; but no less than three Subordinate Councils can maintain one. Grand Councils fix their own basis of representation, and exercise the greatest freedom in the handling of their local and jurisdictional affairs.

W. F. Van Ornum
Past Counselor

Only Senior Counselors, Past Counselors or Past Senior Counselors, are qualified as representatives to a Grand Council.

The Grand Councils are the educational department of the Order. It is from them that a constant stream of information goes out to the members, and from this source, too, is conducted the business of investigating grievances which members may have against hotels or transportation companies. Many Grand Councils, in addition to this, conduct an information bureau through which members of the Order are brought into touch with the employers of traveling help, and assistance is given members in securing favorable positions.

The annual meetings of the Grand Councils are held in some city of the jurisdiction chosen at the previous session and are made the occasion of a happy reunion of United Commercial Travelers and their families. Entertaining Councils vie with each other in extending the most gracious hospitality to visiting brothers, and the result is a delightful social and fraternal occasion, free from all extravagance and excesses of every kind.

The Supreme Council is made up of representatives of each of the Grand Councils on the basis of one for every five hundred Subordinate members, or fraction, embraced within the Grand jurisdiction. The meetings of the Supreme Council are held annually, opening on the last Thursday in June, at the Supreme headquarters of the Order in Columbus, Ohio. Grand Counselors, Grand Past Counselors or Past Grand Counselors, are all that are eligible as representatives to the Supreme Council. The Supreme Council is the national law-making body of the Order. Its sessions are in the nature of an annual meeting of a corporation. No formal entertainment is provided for, or expected by, the delegates.

Remarkable Growth of the Worcester Council

For an organization which has been in existence less than 12 years, Worcester Council, No. 136 of the United Order of Commercial Travelers of America, has had a remarkable career. Its membership to-day numbers 436, embracing representatives of every type of manufacturing and wholesale houses of Worcester and not a month goes by but what new members are added to the roll.

There has never been a period of uncertainty in Worcester Council. Never a time when interest lagged nor the activity of the members diminished. The movement has been steadily forward and within a year the leaders in the organization anticipate that the membership will have passed the 500 mark.

Not only has Worcester Council been successful in carrying on the good work of the national organization in Worcester but it has also gained recognition in the Supreme Council and in the Grand Council of New England.

Charles F. Aldrich, now deceased, one of the founders of Worcester Council, was the first Worcester man to hold office in the Grand Council of New England. He

J. Edmund Thompson
Junior Counselor

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was elected Grand Sentinel at the first Grand Council meeting to be held in Worcester, back in 1902, and was advanced in rank each year until he attained the rank of Grand Counselor, the highest office in the New England Council.

Arthur H. Parker, another founder of Worcester Council is the second Worcester member to be so honored. In addition he was picked during 1911 to be one of the nine Massachusetts delegates to represent the Commonwealth at the Supreme Council session at Columbus, O.

At the present time Worcester Council is represented on the board of officers by George E. DeLand another charter member who was elected Grand Sentinel at the 1911 session in New Haven.

Worcester Council came into existence November 6, 1900, at a meeting in the Bay State House. The institution was in charge of H. B. Black, Boston, then Grand Secretary of the New England Council, assisted by Grand Counselor George E. Hunt, also of Boston.

Twelve Worcester men constituted the charter membership roll, W. H. Condon, George E. DeLand, A. W. Chapman, W. D. Ross, A. H. Parker, Charles F. Aldrich, J. G. Cherry, M. Weintraub, C. B. Newhall, F. E. Gilbert, George E. Morse and George B. Chaffin.

The meetings were held the second Saturday of each month in the offices of some of the members, as the limited funds available prevented the pioneers from affording permanent council rooms.

After trying this plan for a short time Mr. A. H. Parker volunteered the use of the basement of the Worcester Supply Co. store at 9 Pleasant street, of which he was proprietor, where the meetings were conducted until the organization was placed on a solid financial footing.

A. M. Butterfield
Secretary and Treasurer of General Committee

As the Council grew, a small hall was engaged in one of the buildings facing Franklin square where the regular sessions were conducted for some time.

It was in these early days that the Worcester Council had the honor of entertaining for the first time the Grand Council officers and delegates at an annual session. The convention at that time—a decade ago—was small, only a handful of men as compared with the present membership of the New England Council, upward of 4500 men in good standing.

The Franklin Square quarters proved to be too small in a comparatively short time. The organization was growing and with its growth larger quarters were needed.

This resulted in the Council securing a small lodge room in the Day Building which was abandoned in turn for a larger room in the same building.

These quarters served the Council until March 14, 1908 when Council rooms were acquired in the new Odd Fellows' building, giving the organization one of the finest rooms of any Council in New England.

Though younger than many of its companion Councils in New England, Worcester Council has rapidly forged to the front both in membership and prominence and stands to-day with the leading councils of the National organization.

The Ladies' Auxiliary and its Significance

Like all prosperous and proper fraternal organizations, Worcester Council U. C. T., has a Ladies' auxiliary. Though only in existence two years, the organization is thriving and has become a factor in the fraternal and social functions of Worcester Council.

Authur H. Parker, of the Parker Wire Goods Co., was instrumental in the founding of the auxiliary. He is fondly called the "father" of the Ladies' branch.

The first preliminary meeting was held on April 9, 1910, in Odd Fellows' building, where the advisability of forming an Auxiliary to be composed of mothers, wives and daughters of members of Worcester Council, was discussed.

Mr. Parker, called the meeting to order and remained in the chair until the temporary organization was effected; while Mrs. Arthur Berger served as secretary pro tem.

Mrs. Fred Davis was elected president and Mrs. Berger was made permanent secretary.

On April 28, 1910, a second meeting was held at the home of Mrs. Davis. There were eight ladies present and after a thorough discussion of the situation it was voted to send out 50 post cards inviting women to a meeting to be in Odd Fellows' building on May 14, 1910.

There was a representative attendance at the meeting and the final organization was created under title of "Ladies' Auxiliary to Worcester Council, No. 136." Regular meeting nights were established, to conform with the meetings of Worcester Council. This made it possible for the members of the two organizations to enjoy a social hour after the business meetings.

At the first annual meeting, held in March, 1911, these officers were elected: President, Mrs. Dora Manly; Vice-president, Mrs. Eva Fischer; Secretary and treasurer, Mrs. Madeline Ayres. In October Mrs. Ayres resigned and Mrs. Jessie McCallum was chosen to succeed her.

The Auxiliary now has a membership of 81 and each meeting sees its membership roll increased.

The meetings are still held in the parlor of the Odd Fellows' Building.

During the past winter the Auxiliary conducted a series of public whist parties, which netted the Auxiliary a tidy sum which is to be used to entertain visiting ladies at this Grand Council meeting.

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The Museum and the Man Who is Bored by Pictures

Breaking through the Armor of Indifference of the Average Business Man Who Claims to care Nothing About Pictures, to Show that He has only Failed to Realize what a Simple Matter It Is to Enjoy A Work of Art.

By Elizabeth M. Gardiner

THE appeal of the museum to art enthusiasts of various sorts whether those who have travelled and studied, or those whose interest is kindled only by their own instinctive craving for beauty, has been set forth by earlier articles in this series. But what of the man (it usually is a man, for few women would venture so damaging an admission) who frankly says "I don't care for pictures—they bore me." His armor of indifference, at least, is surely proof against any appeal?

Quite the contrary. For, being an honest man, he usually confesses the reason for his boredom—"because he doesn't know anything about pictures"—and in so doing reveals his vulnerable spot. The trouble is, he has failed to realize what a simple matter it is to enjoy a work of art. He likes a good horse better when he knows its points, a baseball game when he understands the rules, because in each case he knows what to look for—he has a standard which he can apply. Now for art he sees, he has not found the standard. He doesn't know the rules of the game, and the language of people who evidently do know them with its oracular phrases about "tonality" and "values" is as hopelessly incomprehensible to a layman as the dialect of a baseball fan is to a foreigner.

What he fails to see is, that while all the historical and technical lore that lies behind the awesome vocabulary of the critics has really added a new element to their pleasure, as any broadening of one's personality inevitably does, and has made their judgments more clear-cut and delicate, it has not furnished them with their only standard. For a very wide class of artistic productions the most vital test is offered by another sort of knowledge, one in which he and they may share, into which, indeed, he may have delved deeper. A good portrait or a landscape is an interpretation of one's fellow being or the out-of-door world, and if we know and understand those a litte (and what normal man does not?) we have our standard. What the painter expresses either tallies with our own experience, or it shows us something unfamiliar and, before condemning it as false we and the trained critic alike can turn back to humanity and the realm of sunlight and shadow and color that we share with the painter to see whether the latter may not have caught some truth that escaped our observation. And, if the artist is sincere and we are open-minded, we should find that with his help we have added one more discovery to our knowledge of life.

That is to say, landscape painting and portraiture at least are either interpreters that speak out for us what

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Winslow Homer, 1836-1910

Light House

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THE ALBAN HILLS George Inness, 1825-1894

we have experienced but cannot express, or teachers that lead us on to new experiences.

From this point of view, new at least to those of us who " can't see anything in pictures," let us look at two or three of the landscapes in the Worcester Art Museum. The examples we have in mind are all by American painters, and all but one represent phases of nature which could be seen at the cost of a two hours' walk by any one in Worcester County.

The first it is true—" The Alban Hills " by George Inness, the earliest of our successful American painters of landscape—draws its subject from the Roman campagna, yet it appeals to an experience which is well-nigh universal. Who does not know the call of the heights, the joy of commanding wide stretches of country, and letting one's eyes wander on unhindered into ever dimmer distances till even the haze on the horizon seems not a boundary but a gateway into some yet vaster domain? And if it be summer, who has not felt his heart swell at the sense of all that teeming life, slowly drawing to maturity under the friendly sky? This desire to do homage to the vast, kindly liberality of nature, of which we have been more or less vaguely conscious under our impulse to "climb the hill for the view," Inness has recognized clearly and made the determining factor in composing the picture before us. The expression is beyond our power but the underlying emotion is ours, and through that we have understood the painter's message.

So with the next picture, Winslow Homer's " Light House," the scene is again foreign, with the low-lying coast and the negro in his little fishing boat. But even men who have never visited the West Indies have been out under a freshening breeze, have heard the curious irregular slap of the waves and felt the boat reel and strain as they headed her three-quarters into the breeze; they have looked up to see the wind tearing heavy gray cloud masses along and sweeping all the horizon into menacing distinctness. And because they have actually battled with those relentless forces which Winslow Homer is portraying, the swing and crash of the sea and the pressure of the gale, they are able to judge that up-slanting surface of the water that catches the cold light of the sky, those lines of darker green that hint at cross-swells, and the twist of the bow as the boat stumbles up the side of the wave; and they will know how just that combination of lines, together with the cold greens and blues and grays of the original, somehow bring back in an intenser and more compact form their own experience.

In these two pictures we have been looking at great obvious aspects of the world which force themselves on every one who is not confined by city streets. Now the painter, who lives out-of-doors more than most of us, and probably has a keener eye as well as a more skilled hand, is likely to see Nature in moods that have escaped our ken. Take for example Tryon's lonely little " Autumn Sunset," with the chill creeping over the grass in the foreground, the clear green light behind the shivering trees and the broken haze that scuds along the zenith, reflecting a faint somber glow from the gold low in the west. Not many of us have lingered in the woods late on a November afternoon; business and five-o'clock teas interfere. Yet if we study the silver gray of that meadow in the foreground and the brown of the filmy

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AUTUMN SUNSET Dwight W. Tryon, 1849-

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clouds long and earnestly enough to let it challenge us as unfamiliar, the chances are that some day we shall look up and catch just such a sky between the buildings

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SNOW

of a down-town street, and shall find ourselves studying more intently the silhouettes of the trees and the changing hues of the grass in the lawns and parks at our hand. Thus the picture that we question will have guided us almost unconsciously to the very knowledge by which we could judge it.

The plea, then, of " knowing nothing about pictures," is not one that the normal man can offer. Any one of us who has lived out of doors and brooded over the face of the earth at rest, or felt the impact of the roused wind and sea, has the essential standard for landscape painting. All he needs to do is to look at the picture long enough to really see it and when he has done so, be he the veriest layman, he will have discovered two things; first, that he knows more than he has supposed about pictures; second, that he knows less than he has supposed about nature, and that the pictures will teach him.

Abolish Restricted Rate

The problem of doing away with the present restricted two-cent postage rate between Germany and the United States has been taken up in earnest by German commercial organizations.

In a petition, signed by 250 German commercial organizations, and presented to the Reichstag during the past month, the government is urged to abolish the restricted rate and introduce the universal rate such as exists between Great Britain and the United States.

The movement is said to have struck a popular chord in Germany and it is planned to sound the business men of this country on the proposition.

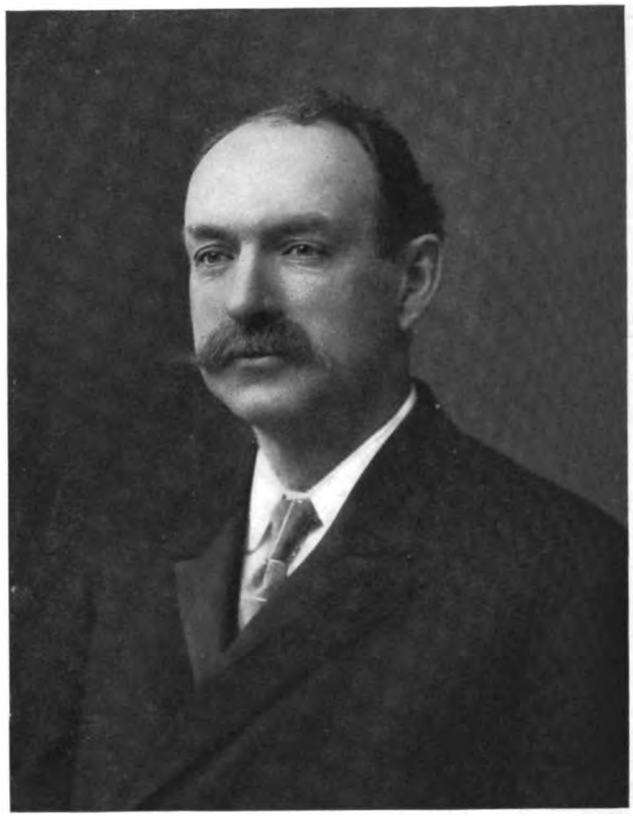
Hon. Edward A. Cowee

Death Removes in Prime of Life an Active and Valued Member of this Board.

Once more this Board is called on to record the passing of a valued member, Hon. Edward A. Cowee, long prominent in the political and civic life of this city.

Possessed of a genial disposition, which endeared him in the heart of every one with whom he came in contact, his untimely death has cast a gloom among a wide circle of friends and business associates.

Hard work and the name of Mr. Cowee were synonymous. When measures of public interest were pending Mr. Cowee was among the first to volunteer his services and until they were successfully carried through, his personal desires and business were of secondary importance.



HON. EDWARD A. COWEE

His work in connection with this Board will be long remembered by his associates. He served on various committees during the many years he was in the organization, performing his share of the duties cheerfully. He was re-elected by the directors at the annual meeting to serve on the committee on Legislation, a branch of the organization where his experience and information were of especial value to this Board.

The worth of Mr. Cowee as an executive was realized in West Boylston, where he lived many years. Twice the voters in his home town sent him to the Legislature, where as a staunch Republican he distinguished himself and brought honor to the district which he represented. His services as a representative were recognized by his constituents and he was honored for two successive terms to be their State senator from the First Senatorial District.

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Mr. Cowee's retirement from public office did not remove him from the active field. He continued his work as a private citizen both in connection with the Board of Trade and among the many other organizations with which he was affiliated.

Born of an illustrious family of millers, whose grist mill in West Boylston was a land mark for more than 150 years, Mr. Cowee naturally followed the calling of the family.

Mr. Cowee came into his own, when still a young man, the Cowee grist mill passing along to him at the death of his grandfather.

The decision of the Commonwealth to take over that vast territory about West Boylston as a site for the Metropolitan basin, which is now one of Boston's water supplies, wiped out the old mill and Mr. Cowee turned to Worcester as the logical place to center his business activities.

Upon coming to Worcester, Mr. Cowee secured a building at 193 Summer street, set up his grist mill and opened his grain and feed store. Later he opened a livery stable at 14 Market street. He combined his love for good horses with his fondness for grist milling.

The grain business prospered, and Mr. Cowee set himself about the opening of branch stations for accommodation of those who had been patrons of his father's business. He opened stores for sale of grain and feed, fertilizer and other things of that sort, in Jefferson, Rutland, Auburn and West Boylston, and the stores thrived under his management.

Later he erected a mill and grain elevator at 51 Crescent street, which was burned four years ago, at which time the neighboring plant of the Webb Granite & Construction Co., was burned.

The mill was rebuilt and business continued in it at the earliest possible moment after the fire.

Mr. Cowee was married, Oct. 1, 1882, to Miss Hattie L. Cutler, daughter of Oliver B. and Harriett R. (Cutting) Cutler of West Boylston. Two children were born to them, Howard and Marjorie.

Building Operations April

	1912 Cost	1911 Cost	Per Cent Gain	Per Cent Loss.
Atlanta	$1,135,396	$852,363	33	
Baltimore	766,508	1,138,777		32
Birmingham	323,792	197,690	63	
Buffalo	848,000	918,000		7
Cedar Rapids	133,000	116,000	14	
Chicago	9,345,400	8,581,100	9	
Cincinnati	947,485	957,090		1
Columbus	745,737	360,864	106	
Dallas	502,970	1,158,220		56
Denver	651,850	602,225	8	
Detroit	3,086,405	1,930,115	59	
Duluth	172,728	285,105		39
Evansville	208,625	192,722	8	
Harrisburg	58,240	124,550		32
Hartford	873,620	825,835	6	
Indianapolis	1,332,230	659,560	101	
Kansas City	1,304,760	1,073,514	21	
Little Rock	119,090	223,686		46
Los Angeles	2,650,461	1,613,485	64	
Manchester	411,154	339,645	21	
Memphis	277,454	656,115		57
Milwaukee	1,577,481	1,219,201	29	
Minneapolis	2,148,130	1,737,050	23	
Nashville	142,070	63,359	124	
Newark	1,126,777	768,575	46	
New Haven	659,580	305,639	116	
New Orleans	324,827	283,352	14	
New York	25,144,453	20,239,032	24	
Oakland	742,788	684,519	8	
Oklahoma City	68,964	451,205		84
Omaha	504,320	685,203		26
Paterson	241,536	229,936	5	
Philadelphia	4,503,385	3,640,820	23	
Pittsburg	1,009,792	962,578	5	
Portland, Ore.	2,305,936	1,816,940	26	
Rochester	1,780,756	1,076,559	65	
St. Louis	2,416,240	1,724,229	40	
Salt Lake City	186,750	490,400		61
San Francisco	1,916,659	1,882,158	2	
Scranton	111,610	153,717		27
Seattle	1,235,230	902,000	36	
Spokane	213,910	396,050		45
Toledo	558,450	267,417	108	
Washington	1,049,714	1,943,650		45
Wilkes-Barre	97,389	317,310		69
Worcester	589,525	727,845		19
	$76,551,177	$65,775,405	16	

Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., May 20, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	195	200
Worcester National Bank	210	220
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	217	last sale
Boston & Maine common	98	last sale
Boston & Worcester Elec. common		10½
Boston & Worcester Elec. pfd	52	54
Fitchburg preferred	125	last sale
New England Inv. & Sec. pfd	95	96
New York, New Haven & Hartford	135	last sale
Norwich & Worcester pfd	208	212
Providence & Worcester	280	
Worcester, Nashua & Rochester	149	last sale
Worcester Railways & Investment		

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	130	140
Graton & Knight Mfg. pfd	115	117
Norcross Bros. pfd	100	102
Reed-Prentice common	70	85
Reed-Prentice pfd	101	103
Royal Worcester Corset Co.	200	
United States Envelope common	95	100
United States Envelope pfd	116	117
Worcester Gas Light	295	300
Worcester Electric Light	290	300
Wright Wire Company common	102	
Wright Wire Company pfd	108	112

BONDS.

Amer. Writing Paper 1st 5s	90	last sale
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½% basis	
Crompton & Knowles deb. 6s	5% basis	
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1s 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

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Editorial Reflections

An Appeal for Worcester

WHEN experts tell us that 500 graduates of Worcester Polytechnic Institute, working in Massachusetts alone represent a wealth-creating power measured by a capitalization of $25,000,000, of which $11,000,000, is confined to Worcester and Worcester County, the task of raising $350,000 in five years for such an institution should be an exceedingly simple one.

For in the same breath, these experts point out that this grand Worcester Institution has accomplished its work at minimum cost per student hour—a cost far and away below the expenditures of similar institutions, colleges and universities.

What then are the possibilites of extending the wealth-producing power of Worcester Polytechnic Institute, if it be given the same resources and the same opportunity to expand and develop which have come to other institutions which have been favored with the patronage of Massachusetts?

Thanks to the mighty influence of Worcester citizens, the united support of the Worcester delegation and the generosity of other legislators, the Great and General Court of this Commonwealth has seen fit to give the Worcester Polytechnic Institute an annual grant of $50,000 to assist in the maintenance of that ever increasing institution.

The bequest however, was not without its conditions, chief among which was the stipulation that, at the end of five years, the trustees would be called on to show evidence that the institution had received by bequest or gift from other sources, property to the amount of $350,000 if the payment was to continue for another five years.

The trustees have taken the General Court at its word. There has been no time wasted, yet no undue haste. A careful statement has been prepared showing the present resources, and needs of the Institute. It is a brief but comprehensive statement of fact, one which should, and no doubt will find ready response from loyal Worcester and Worcester County citizens.

The statement carries with it a pledge of $50,000, the first contribution to the fund. It comes from Hon. Charles G. Washburn, President of the Board of Trustees, whose eloquent argument before the Legislative committee on Education opened the wedge which has since resulted in the increased annual grant.

The phraseology of the pledge is characteristic of the man. He has expressed his offer modestly in a brief but convincing letter.

The appeal of the trustees to the loyal sons and supporters of the institution reads in part as follows:

The Polytechnic is now possessed of property, real and personal, amounting to $1,473,000, of which $578,982 yields an income, the balance being invested in the plant. For the year ending June 30th, 1911, it appears that the school income included the following items:

Tuition and other fees	$67,543.00
Income from Investments	25,977.00
Grant from the Commonwealth . .	15,000.00
	$108,520.00

The average annual deficit for the past ten years has been about $18,000, which has been met in part by gifts and in part by the impairment of the principal from funds available for the purpose but which are now nearly exhausted.

Under these conditions and under the imperative need for relieving the Institute from this perilous financial condition the Trustees, through a committee appointed for that purpose, asked the legislature for further aid from the Commonwealth. This request was generously met by the enactment into law on April 30, 1912, of a Resolve, providing for the payment to the Institute for the term of ten years, beginning with the first day of September, 1912, of the sum of $50,000 annually, to be expended for the general purposes of the Institute.

This grant is without condition for a period of five years, but cannot continue for a second period of five years unless the Institute shall have received from other sources prior to September 1, 1917, property amounting in value to $350,000. An immediate attempt is to be made by the Trustees to secure this amount and it is essential to the continued prosperity of the Institute that this condition shall be met. * * * * * * *

It should also be stated that there should be raised within ten years, in order to secure the Institute from serious embarrassment at the expiration of the term for which the State aid is granted, the sum of $1,500,000 including the $350.000 above referred to.

The Trustees believe that this appeal will not be made in vain. It should be remembered that the Institute is returning an abundant equivalent for what it receives. About 500 of our graduates are at present living in the State of Massachusetts, actively participating in the maintenance and extension of her industrial interests, who represent directly and indirectly a wealth-creating power measured by a capitalization of approximately $25,000,000, based upon what the experts tell us is the increase in average annual income due to a technical training, and by the same reasoning the graduates now living in the city and county of Worcester represent a wealth-creating power measured by a capitalization of over $11,000,000. * * * * * * * * *

We desire to call attention to the fact that gifts to the endowment fund may have attached to them such conditions as the donor sees fit to impose.

This Institution should receive generous aid from all our citizens, and particularly from the manufacturers of Worcester and of the Commonwealth, for our graduates fill positions of responsibility and are in close touch with, and in large measure responsible for, the administration of our manufacturing enterprises.

Then too, the welfare of the State and of our own immediate community is being greatly promoted by those graduates who have not remianed here, but who are to be found in nearly every state and territory of the union and in all of the more important countries of South America and of Europe, Asia and Australia. Wherever they are, they are in a sense exponents or representatives of Massachusetts machinery and machine products with which they became familiar during their course at the Institute.

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, H. WARD BATES.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

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HARTLEY W. BARTLETT, J. HARVEY CURTIS, MARCUS L. FOSTER,
ERNEST P. BENNETT, DANIEL E. DENNY, S. FOSTER H. GOODWIN,
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JOHN E. BRADLEY, FRANKLIN B. DURFEE, ALBERT H. INMAN,
EARLE BROWN, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARK N. SKERRETT,
EDWARD M. WOODWARD.

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DANIEL E. DENNY, ALBERT H. INMAN,
EDWARD M. WOODWARD, *ex-officio.*

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CLAUS E. ANDERSON, BURT W. GREENWOOD,
WILLIAM H. BALCOM, JAMES F. HEALY,
JULIAN F. BIGELOW, AUSTIN A. HEATH,
W. LEVI BOUSQUET, ARTHUR B. HOWE,
FRANK M. ENSWORTH, WILLIAM H. TONER,
HUGO FENCHEL, CHARLES H. WILLOBY.

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Agriculture: J. LEWIS ELLSWORTH.
Athletics: HARTLEY W. BARTLETT.
Banking: C. HERBERT DEFOSSE.
Banquet: ALBERT H. INMAN.
Building Laws: GUSTAF A. BERG.
Education: MARK N. SKERRETT.
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Legislation: DANIEL E. DENNY.
Manufactures: CHARLES H. NORTON.
Meetings and Receptions: HARRY A. MACGOWAN.
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New Enterprises: FRANKLIN B. DURFEE.
Peace and Arbitration: FRANK S. FAY.
Publication: FRANK S. FAY.
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Statistics and Information: ARTHUR R. HAVEN.
Taxation: JOHN H. BRADLEY.
Transportation and Railroads: MARCUS L. FOSTER.
Washington Square Improvement: ARTHUR C. COMINS.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON
Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOSART.

May Directors' Meeting

President Woodward's Choice of Committee Appointments Approved—Discussion and Action on Trolley Questions—Other Matters Considered.

The regular meeting of the Directors of the Worcester Board of Trade was held Thursday evening, May 9th, at eight o'clock, there being present the President, Edward M. Woodward, who presided, and the following Directors constituting a quorum: Louis H. Buckley, Arthur C. Comins, Franklin B. Durfee, Ernest P. Bennett, Earle Brown, Hartley W. Bartlett, Mark N. Skerrett, J. Harvey Curtis, Arthur R. Haven.

The Records of the last meeting were read and approved.

The President, Edward M. Woodward, then read the following list of committees:

Advisory

Walter H. Blodget,
George F. Booth,
George F. Brooks,
A. George Bullock,
Irving E. Comins,
Francis H. Dewey,
Rufus B. Dodge,
Edward F. Fletcher,
Rufus B. Fowler,
Harry W. Goddard,
G. Stanley Hall,
Samuel R. Heywood,
Charles H. Hutchins,
James Logan,
William A. Lytle,
Henry A. Marsh,
Orlando W. Norcross,
William E. Rice,
Arthur M. Stone,
Charles T. Tatman,
Joseph R. Torrey,
Charles G. Washburn,
Matthew J. Whittall.

Agriculture

J. Lewis Ellsworth, *Chairman*

Walter Armington,
Walter H. Blodget, Jr.,
Edwin P. Curtis,
Walter F. Davison,
Charles Greenwood,
Burt W. Greenwood,
Arthur E. Hartshorn,
Arthur J. Marble,
Leonard C. Midgley,
Scott T. Pierce,
Walter D. Ross,
Steven M. Sargeant.

Athletics

Hartley W. Bartlett, *Chairman*

Harry A. Adams,
Carl A. Assarson,
Thomas E. Babb, Jr.,
Irwin P. Dorward,
Charles E. Hitchcock,
Cornelius S. Mannix,
Frank C. Martin,
Edward Shattuck, Jr.,
William H. Stearns.

Banking

C. Herbert DeFosse, *Chairman*

Charles L. Allen,
Carl Bonney,
Francis H. Dewey,
Frank A. Drury,
C. H. L. Flintermann,
William A. Gaylord,
James P. Hamilton,
Lincoln N. Kinnicutt,
William D. Luey,
William Woodward.

Banquet

Albert H. Inman, *Chairman*

Clarence J. Abbott,
George M. Bassett,
William W. Johnson,
Donald B. Logan,
Henry A. Macgowan,
Edward H. Marsh,
George A. Park,
Harrison G. Prentice.

Building Laws

Gustaf A. Berg, *Chairman*

Thomas H. Coe,
Herbert N. Leach,
Orlando W. Norcross,
Charles C. Lowell,
Thomas E. O'Connell,
Edward F. Miner,
John J. Power,
John F. Qvarn,
Alanson P. Robbins,
Edward D. Ward.

Education

Mark N. Skerrett, *Chairman*

Daniel W. Abercrombie,
George I. Alden,
Joseph Beals,
Daniel P. Callahan,
U. Waldo Cutler,
Joseph N. Dinand,
Dana M. Dustan,
Arthur W. French,
G. Stanley Hall,
Edmund C. Sanford,
Robert K. Shaw,
Harry R. Sinclair.

Foreign Trade

Ernest P. Bennett, *Chairman*

Charles L. Allen,
Fred H. Daniels,
S. Alphonse Daudelin,
C. Herbert DeFosse,
Theodore T. Ellis,
Jerome R. George,

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John W. Harrington,
John W. Higgins,
Clarence W. Hobbs,
C. Henry Hutchins,
George D. Moore,
Albert E. Newton,
E. Howard Reed,
Andrew W. Sigourney,
Willard E. Swift,
Samuel E. Winslow,
George M. Wright.

Housing

Albert H. Inman, *Chairman*
Alfred L. Aiken,
George O. Bridges,
Lucius W. Briggs,
Myron F. Converse,
Charles H. Ellsworth,
Burton C. Fiske,
Edwin H. Marble,
Eugene C. L. Morse,
Orlando W. Norcross,
Evan F. Jones,
William E. Oliver,
John L. Sewall,
Herman Schervee,
Louis N. Wilson.

Insurance

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John F. Armstrong,
Edwin E. Brown,
Waldo E. Buck,
S. Hamilton Coe,
George S. Coleman,
Irving E. Comins,
E. Arthur Denny,
Chester A. Dodge,
James F. Ferre,
Cornelius M. Garbutt,
Charles E. Grant,
Frank C. Harrington,
Edward P. Ingraham,
George A. Park,
Edward A. Robertson,
Roger F. Upham,
Guy F. Wheeler,
Fred W. White.

Lake Quinsigamond

George F. Booth, *Chairman*
Daniel E. Denny,
Homer Gage,
Edward H. O'Brien,
Robert M. Washburn.

Legislation

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George F. Brooks,
Edward A. Cowee,
Wilhelm Fosberg,
Daniel F. Gay,
Frank B. Hall,
Frank M. Heath,
Michael A. Henebery,
Clarence W. Hobbs, Jr.,
James Hunt,
John H. S. Hunt,
Norman B. Parsons,
Paul Potter,
Albert H. Silvester,
Arthur M. Stone,
John Alden Thayer,
Charles G. Washburn,
Robert M. Washburn.

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Alexander Bowler,
Louis H. Buckley,
James F. Carberry,
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Harry I. Harriman,
Haggis Hodgson,
George F. Hutchins,
John W. Harrington,
James J. Kiely,
John J. Linehan,
Charles F. Marble,
Herbert A. Maynard,
Ralph L. Morgan,
George C. Moore,
Willard C. Poole,
Edwin J. Seward,
Frederick Staib,
Reginald Washburn.

Meetings and Receptions

Henry A. Macgowan, *Chairman*
Clarence J. Abbott,
George M. Bassett,
William W. Johnson,
Donald B. Logan,
George A. Park,
Harrison G. Prentice.

Membership

J. Harvey Curtis, *Chairman*
Claus E. Anderson,
William H. Balcom,
Julian F. Bigelow,
W. Levi Bousquet,
Frank M. Ensworth,
Hugo Fenchel,
Burt W. Greenwood,
James F. Healy,
Austin A. Heath,
Arthur B. Howe,
William H. Toner,
Charles H. Willoby.

Mercantile Affairs

Charles Perkins Adams, *Chairman*
Walter Armington, Jr.,
Luther C. Brown,
Walter S. Bliss,
Mark O. Carroll,
Fred A. Chamberlain,
Arthur B. Chapin,
Fergus A. Easton,
Elbridge G. Guy,
Arthur R. Haven,
Frederick A. Hawes,
Albert E. Jewell,
Michel K. Maykel,
F. Lincoln Powers,
Henry S. Pratt,
Joseph F. Sherer,
Albert A. Spaulding,
Arthur O. Young.

Military Affairs

Louis H. Buckley, *Chairman*
Arthur A. Brigham,
C. Herbert DeFosse,
Daniel E. Denny,
Frederick H. Lucke,
William A. Lytle,
David A. Matthews,
J. Edmund Thompson.

Municipal Affairs

Earle Brown, *Chairman*
Alfred L. Aiken,
Peter Baker,
Hartley W. Bartlett,
Walter E. Bigelow,
Peter R. Culbert,
Alfred J. Cumming,
Fred H. Daniels,
Walter S. Doane,
William S. Flint,
Arthur W. French,
Malcolm M. Grant,
Charles A. Harrington,
Narcisse J. Lavigne, Jr.,
Orlando W. Norcross,
Charles H. Pinkham,
Thomas J. Sawyer,
William H. Sawyer,
Mark N. Skerrett,
Ernest H. Vaughan.

New Enterprises

Franklin B. Durfee, *Chairman*
O. Clayton Ainsley,
Frederick W. Barnes,
George A. Blackwood,
Edward J. Cross,
Mark F. Cosgrove,
Burton P. Hill,
John W. Higgins,
Alfred Thomas,
George W. Ward,
Levis G. White.

Peace and Arbitration

Frank S. Fay, *Chairman*
Herbert P. Bagley,
Bernard S. Conaty,
John A. Denholm,
William T. Forbes,
Winfield S. Kilton,
Shepard Knapp,
Archibald McCullagh,
Albert J. Park,
Arthur P. Rugg,
Charles T. Tatman,
Samuel B. Woodward.

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Publication

Frank S. Fay, *Chairman*

George F. Booth, U. Waldo Cutler,
H. Lennox Bray, Heman Eldredge,
Irving E. Comins, Frank S. Fay,
G. Stanley Hall.

Public Health

S. Foster H. Goodwin, *Chairman*

Frederic Bonnet, Jr., Julius Garst.
Howard D. Brewer, William E. Langlois,
Frederick Bryant, Peter B. Moriarty,
Benjamin T. Burley, Melvin G. Overlock,
George S. Clark, O. Draper Phelps,
Thomas J. Cronin, George T. Scott,
Alphonse N. Ducharme, Roscoe W. Swan,
Edward H. Trowbridge.

Statistics and Information

Arthur R. Haven, *Chairman*

Charles L. Bancroft, Walter L. Chandler,
H. Ward Bates, William D. Chenery,
C. Edmund Belisle, Gilbert G. Davis,
George D. Barber, Timothy G. Hurley,
Hiram E. Barnard, George W. King,
Henry F. Blanchard, G. Ernest Newkirk,
Freeman Brown, Charles B. Post,
Alonzo M. Butterfield, Henry P. Savory,
John B. Wheeler.

Taxation

John E. Bradley, *Chairman*

DeWitt Clinton, Maurice F. Reidy,
George H. Coates, Victor E. Runo,
S. Hamilton Coe, Walter M. Spaulding,
Edward F. Fletcher, Walter J. Stone,
Charles A. Kabley, Frank E. Williamson,
Thomas E. O'Connell, Burton H. Wright.

Transportation and Railroads

Marcus L. Foster, *Chairman*

Herbert L. Adams, Albert C. Lorion,
John E. Bradley, Albert H. Mirick,
Louis H. Buckley, Elmer C. Potter,
Harris Burlingame, Henry L. Proulx,
Benjamin F. Curtis, Harry G. Stoddard,
Harry W. Goddard, Charles T. Tatman,
Albert S. Heywood, Arthur O. Young.

Washington Square Improvement

Arthur C. Comins, *Chairman*

Lucius W. Briggs, Malcolm M. Grant,
Edward J. Cross, Herman Schervee,
Charles T. Tatman

On motion of Earle Brown it was voted that the committees as named be approved and accepted.

On motion of Mr. Brown it was voted that six members shall be a quorum of any committee excepting only when the committee consists of not more than ten members when a majority shall constitute a quorum.

On motion of Mr. Brown it was voted that the several committees shall be called together at the earliest possible moment and that each committee shall organize by the election of a clerk and that they shall keep a true and correct record of their deliberations in a record book for that purpose furnished by the Board. It was also voted that the notices of the committee meetings shall be sent out by the Secretary from the office of this Board as heretofore.

The Secretary made a report on the formation of the Chamber of Commerce of the United States of America, at Washington, D. C., April 22 and 23.

A report was made by Albert C. Lorion, representative from this Board, on the Traffic Committee of the Eastern Commercial Organizations and it was referred to the Committee on Transportation for information.

A letter was read from the New England Business Federation signed by Joseph W. Lund, Secretary and Treasurer, containing a series of questions with reference to the continuation of the Organization.

The fifth question read as follows: Do you think it advisable to entirely abandon the present organization and distribute the cash on hand to the members pro rata?

It appeared according to the body of the letter that the Federation had on hand $226.16 and it was voted on motion of Mr. Comins that the Board approves of the proposition to wind up the Federation and distribute the cash on hand.

A communication was received from Frank S. Fay, Treasurer of the Worcester Woolen Mill Co., and a Director of this Board, complaining of the street car service from the Union Station to Harrington Corner. Instances were given of delays that had occurred under the writer's personal observation. His letter was referred to the Committee on Transportation as were complaints made by Mr. Comins and others.

Mr. Brown offered a suggestion to the effect that all the suburban cars ought to go to Union Station and it was finally, on motion, voted that the Secretary arrange a conference of the Committees on Transportation and Municipal Affairs with General Manager Page and Superintendent Gorman of the Worcester Consolidated Street Railway, at which existing situation could be considered and if possible plans made for improvement. It was voted that the Directors and all others interested should be invited to attend this Conference.

A proposition submitted by President Walter S. Doane of the Board of Aldermen, for action by this Board in co-operation with the City Government in a hearing before the Railroad Commissioners praying for the establishment of regulations providing substantially that the lowest step on street railroad cars shall never be in excess of fourteen inches above the height of the rails, was read and it was on motion of Mark N. Skerrett voted: that the Worcester Board of Trade by vote of its Directors hereby joins with the City of Worcester in said petition and asks that the said Board of Railroad Commissioners grant the requests contained therein.

A communication was received from the Publication Committee asking for further assistance in the work of the magazine for the appointment of two more members on the Committee and that the Directors appoint a Committee from the Board to consider strengthening the Magazine.

In this connection the Secretary made a statement to the effect that the work of the office had increased to such a degree that it was impossible under the existing

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circumstances to give the Magazine the attention that it demanded. He asked that the office force be increased by the appointment of a bookkeeper to the end that he might have Miss Parrott's entire time for use as a stenographer.

The matter was referred to the Executive Committee with power to act, with the understanding that the Secretary should call a meeting as soon as possible.

An invitation was received to the Fourth National Conference on City Planning to be held in the City of Boston May 27–28–29, 1912, and the President, Edward M. Woodward, was empowered to appoint delegates to the same.

A communication was received from the Boston Chamber of Commerce inviting the co-operation of this Board in arranging for attendance upon a hearing to be given in the city of Washington before the National Forest Reservation Commission urging the necessity for immediately exercising the right of Eminent Domain in the White Mountains for the purpose of securing a National Forest there. Matter of appointing delegates left with the President.

Another communication bearing on the same matter namely: the creation of a National Forest Reserve in the White Mountains, was referred to the Committee on Agriculture.

A communication from the American Embassy Association asking this Board to pass a resolution indorsing the Sulzer Bill calling for the expenditure of $500,000 by the Government for the erection of a Legation Building in the City of Mexico, in Tokio, Japan, in Berne, Switzerland, and in Hankow, China, was read and referred to the executive Committee with power to act.

A communication from the State Charities Aid Association of New York asking for the endorsement by this Board of the Dillingham Immigration Bill for the purpose of preventing the introduction of insane aliens into this country was read, with accompanying resolutions and referred to the Committee on Legislation with power to act.

A communication from the Worcester Sandlime Brick Co., signed by the President, Treasurer and Directors and asking for the endorsement of the Company aforesaid, by this Board was referred on motion of Mr. Comins to the Committee on New Enterprises.

A communication from E. S. Gardner of Philadelphia, Pa., requesting this Board to purchase a Hydro-Aeroplane for use in making flights at Lake Quinsigamond under his direction was referred to the Committee on Athletics.

A letter from Jerome R. George of the Morgan Construction Co., bearing on the subject of better street paving, was referred to the Committee on Municipal Affairs for information.

A communication from the managers of the Travel and Vacation Exhibition to be held in the Grand Central Palace, New York City, May 23–30, extending an invitation to this Board to be represented therein, was laid on the table.

A communication from the Ohio Manufacturing Association calling on this Board to co-operate in an attempt to secure insertion in the National platform of both the Republican and Democratic Parties of planks calculated to conserve the business interests of the public, was laid on the table.

A communication from the Cleveland Chamber of Commerce containing a statement of its attitude on legislation affecting business combinations was referred to the Committee on Legislation.

A communication from the Massachusetts Real Estate Exchange asking for the co-operation of this Board in an attempt to make the Legislature withhold action upon various railroad bills now before the several branches of the General Court until action was taken upon the petition of the Southern New England Railroad corporation in this State, was laid upon the table.

Mr. Louis H. Buckley, Chairman of the Committee on Transportation, introduced the matter of securing signatures to petitions in aid of Legislation to enlarge and extend the corporate powers of the Southern New England Corporation, said petitions being addressed to the members of the General Court. The Secretary was empowered to secure canvassers for the purpose of obtaining signatures to said petitions and was authorized to expend not to exceed fifteen dollars for said purpose.

Adjourned.

From Far Away Japan

The importance of the world-wide circulation of *The Worcester Magazine* to Worcester and its products is evident in many ways with each passing month.

Scarcely a week goes by but some communication is received at the office of this Board from a foreign port, seeking information about Worcester institutions, manufacturers or products, the writer invariably having his attention called to the Heart of the Commonwealth through this publication.

In other instances the writer communicates directly with the manufacturer whose advertisement has appeared in the magazine, asking for detailed information about the product which has been brought to his attention.

These communications come from far and near, from all countries and climes, the following one, received during the last month, having traveled 9600 miles:

MESSRS. COATES CLIPPER MFG. CO.

Worcester, Mass.

Dear Sirs:

Will you please send us the electros as used on page 29 of the *Worcester Magazine*, issue of March, 1912, as we should like to use the same advertisement over here, only that we would translate same into Japanese.

Your kind attention will oblige,

Yours faithfully,

ANDREWS & GEORGE

Per G. Clifford Hadden.

The South American Salesman

Representatives of American houses who select the South American field to sell goods bearing the stamp "Made in U. S. A." must have more real knowledge at his command, entirely foreign to his business, than the average salesman traveling through this country would believe existed in a man outside of a college professor or profound student.

Dean David Kinley, the University of Illinois authority on Latin America, sketches the type needed, thus: "He must speak Spanish, but he should be able to talk about history and art and literature. He should be able, for instance, to compare the march of San Martin across the Andes with the march of Caesar or Napoleon across the Alps. Subjects like this interest South American business men. They are not like us in devoting their lives wholly to business. Therefore, the salesman who will succeed best with them is the one who has other interests besides business about which they can talk."

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Current Events

General

May 1. Worcester Polytechnic students score hit in amateur production of "The Flirt."

5. Benefit concert for Mrs. Charles O. Asplund, whose husband was lost on Titanic, nets $800.

9. Emmet Guards celebrate twenty-fifth anniversary of the company's being mustered into the Massachusetts militia. Mayor John F. Fitzgerald, Boston, among the guests.

10. Annual meeting of Worcester Alliance of Auxiliaries of the Home Missionary Association at which reports are read showing wide range of work accomplished during the year.

Arthur W. Dunn, executive secretary of the New York Public Education Association, principal speaker at the annual meeting of the Worcester Association.

12. Mothers' Day observed in Worcester churches with appropriate exercises.

14. Clarence W. Hobbs elected president of Y. M. C. A. at annual meeting.

Announcement of appointments of thirty-nine fellowships and twenty scholarships at Clark University.

Mrs. George F. Brooks elected president of Senior Board of Hahnemann Hospital associates.

Mrs. C. C. Baldwin re-elected president of Welfare League of Worcester women.

17. Annual Cass Day games of Worcester high schools at Oval attended by 3000 people.

Announcement made that class of fifty-eight will graduate from Clark College.

20. Hon. Charles G. Washburn pledges $50,000 to $300,000 fund for Worcester Polytechnic Institute; trustees send out announcement to start movement to raise remainder of fund.

21. Bishop's Day observance opens at Holy Cross College.

22. Frank H. Robson elected president of Congregational Brotherhood of Massachusetts.

Miss Arabella H. Tucker elected president of Worcester Woman's Club.

23. Miss Sarah B. Hopkins elected president of Western Massachusetts Diocesan Council of Girls' Friendly Societies of Episcopal Churches.

26. Memorial Sunday services in Worcester churches largely attended.

30. Observance of Memorial Day brings out record-breaking attendance of members of G. A. R.

City Affairs

May 3. Chairman Thomas Horne of assessors elected superintendent of Home Farm by Overseers of the Poor, to fill vacancy caused by death of Thomas T. Schouler.

6. Committee on Finance view shower baths in Boston schools.

7. Richard J. Kerwick made chief truant officer by School Committee.

Homer P. Lewis re-elected superintendent of schools for three years at a salary of $4250.

School teachers petition for $900 maximum salary in kindergartens and grades.

School Committee asks City Council for appropriation of $27,105 for repairs and improvements in school buildings.

10. Finance Committee favors buying Maloney field for playground, to cost $30,000.

13. City Council passes $100,000 sewer loan over veto of Mayor David F. O'Connell.

Ex-alderman Charles H. Harris elected assessor to succeed Thomas Horne, resigned.

George C. Hunt reappointed a member of the Board of Health by Mayor O'Connell and confirmed by the aldermen.

County tax for 1912 of city fixed at $142,931, against $131,936 for 1911.

15. Committee on Water recommends water pipe extension and improvements amounting to $34,345.

17. Committee on Fire recommends the buying of two Pope-Hartford and two La France automobile fire trucks.

20. George F. Booth, chairman of playground commission, tenders his resignation.

Committee on Streets recommends paving orders amounting to $50,000.

Railroad Commission gives hearing on petition of aldermen for lower steps on electric cars.

21. Trustees of Industrial Trade Schools shorten school year to forty-two weeks, a decrease of six weeks.

22. Committee on Public Health takes adverse action on Mayor O'Connell's recommendation favoring acceptance of the smoke nuisance statute.

23. Committee on Public Buildings looks over thirteen schoolhouses where repairs and improvements have been asked.

27. Patrolmen Frank W. Millett and Charles W. Barker pensioned by City Council, first to be retired under new law.

Park Street widening petition tabled by aldermen to give voters chance to petition for referendum vote on question in November.

Worcester school children kill 325,000 flies in ten days, Joseph Mulhearn leading with gross total of 6000.

Industrial

May 1. Conference between Street Railway officials and employees relate to flat rate wages.

John F. Keyes, former treasurer of Reed Foundry Co., resigns from active work in Reed-Prentice Co.

3. J. W. Bishop Co. awarded contract to build $30,000 building for American Express Co., on site of old Union Station.

Letters sent to fifteen prospective bidders on the $700,000 Bancroft Hotel.

6. Sterling Vacuum Cleaner Co. organized, capital stock, $25,000. To locate in Worcester.

7. Hotel Newton, 5 High Street, sold by William H. Barnes' heirs to Edna Ames; assessed value, $40,900.

Jacob Jasper takes out permit to build $18,000 business block on Green Street.

8. Worcester market buys land owned by Alzirus Brown's heirs at 633 Main Street; assessed value, $47,600.

13. Worcester City Real Estate Associates organize and acquire seven business blocks; aggregate valuation, $1,200,000.

14. Contract for six trolley express cars for Boston & Worcester Street Railway Co. let to Osgood Bradley Car Co.

16. Contract closed between Boston & Maine Railroad and Salisbury Real Estate Co. to construct 1000 feet of sidetrack south of Barbers Crossing.

Norcross Bros. Co. awarded contract to build $100,000 addition to State Mutual building.

20. United Realty Corporation, a $50,000 Worcester corporation, organized with Fred M. Hoadley as president.

21. P. F. Shea & Co. plan alterations at Worcester Theatre to increase seating capacity of house to 1500.

22. Organization of Worcester City Real Estate Association completed.

27. Worcester Consolidated Street Railway Co. plan to occupy site of Peoples Coal Co., on Green Street, for trolley freight depot, instead of original site between Southbridge and Portland Streets.

Frederick E. Reed, first vice-president of Reed-Prentice Co., resigns.

Albert Lewis, manager of North Main market, buys block at 162 to 166 Main Street owned by Annie Hyland; assessed value, $31,900.

Necrology

May 1. Of Bright's disease, at his home in Muncie, Ind., James D. Henderson, former Worcester resident and widely known salesman, aged 64 years.

5. Of heart disease, at his home, 7 Jacques Avenue, Rev. Charles E. Simmons, former chaplain of Worcester County House of Correction, aged 77 years, 6 months and 12 days.

9. Of heart disease, at his home, 84 May Street, George F. Stearns, Grand Army veteran and old patternmaker, aged 72 years, 10 months and 11 days.

10. Of heart disease, while out on business, Marcus L. Hall of the firm of M. L. & L. N. Hall, builder and real estate dealer, aged 71 years, 9 months and 20 days.

12. By shooting, at his home, Hadwen Lane, Henry M. Witter, Jr., of the H. M. Witter Co., narrow fabric manufacturers, aged 42 years, 1 month and 13 days.

14. Of heart disease, in Detroit, Mich., Charles F. Redding of Worcester, salesman for Dean Slipper Co., aged 61 years and 7 months.

16. Of heart disease, at sister's home, 33 Wellington Street, George A. Underwood, manager of Worcester office of Orcutt Train Stop Co., aged 60 years and 7 months.

17. Of tuberculosis, at his home, 16 Kendall Street, Milo D. Davis, of the firm Davis Brothers, truckman, aged 38 years and 2 months.

21. Of pneumonia, at his home, 46 Kenwood Avenue, Hon. Edward A. Cowee, ex-senator and large hay and grain dealer, aged 54 years, 9 months and 28 days.

28. Of apoplexy, at his home, 266 Park Avenue, Amos E. Stearns, widely known Civil War veteran, aged 79 years, 4 months and 19 days.

30. Of pneumonia, at his home in Waltham, Philip Morrison, division superintendent of Boston & Albany Railroad, aged 56 years, 5 months and 19 days.

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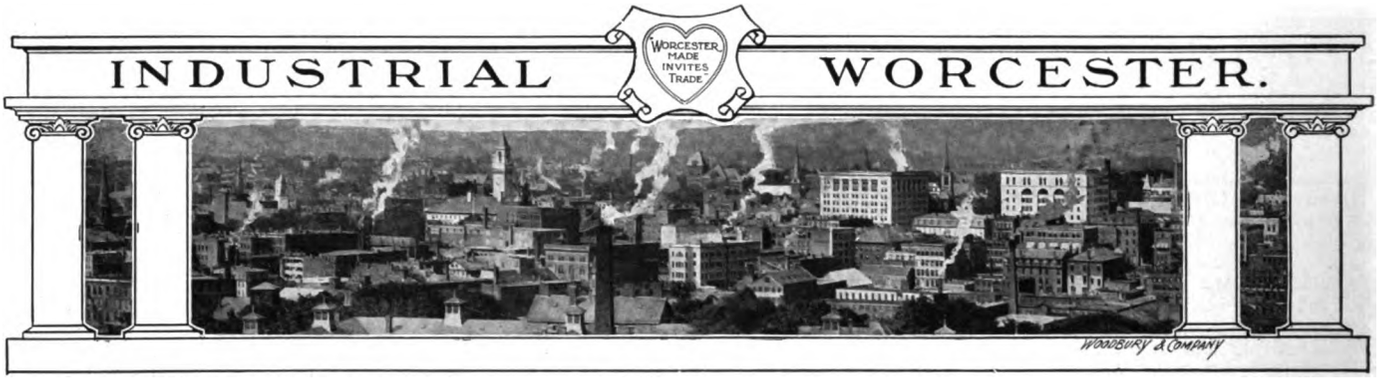

The M. S. Wright Co., and the Vacuum Cleaner

Down on Jackson street at the corner of Beacon street, the plant of the M. S. Wright Co., is working day and night to keep pace with orders for vacuum cleaners which are daily pouring in from all parts of the United States and Europe.

Only a comparatively few Worcester people know of the magnitude of the business of the concern which in three years has developed to such an extent that the officers of the corporation believe to-day that they have the largest plant in the United States which makes a specialty of building vacuum cleaners. The directors of the company have been too busy filling orders to seek any publicity. Consequently, this practically new Worcester-made product, has been going out in carload lots daily without creating any excitement or comment, except among those on the inside of trade conditions in Worcester.

Every type of vacuum cleaner, from the small hand machine which can be operated by a child, through to the larger electric machines which are replacing the cumbersome wagon type of cleaner with its hundreds of feet of suction pipe, are constructed by the M. S. Wright Co.

The company already owns a large number of patents on its various machines and at this writing application for twelve additional ones are pending.

The "Pneuvac" is the name adopted for the late models and largest selling cleaners manufactured by the company and President M. S. Wright simply points to its superiority in construction and design as the reasons for its successful sales.

Commenting on the product President Wright says:

"The Pneuvac is a machine which is in every way perfected for the purpose of performing what is now known to the public as vacuum cleaning. It meets the highest requirements as to large volume of air and powerful vacuum, which are the two most important factors for thorough vacuum cleaning. In its different styles, manufactured to run either by hand-power or electricity, the Pneuvac is light and portable.

"The feature that especially emphasizes its superiority is a frictionless, oilless, noiseless mechanism for producing a powerful suction. The result of such a mechanism is that there is no waste energy, but every ounce of labor that is expended in operation goes into cleaning results, and not into overcoming the friction of complicated machinery.

"In a vacuum cleaner, the secret of success lies in the method of producing the vacuum. The Pneuvac embodies a principle of pneumatics which theoretical considerations recommend, and manufacturing experience endorses. Although a pump in the strictest sense, it is, impossible as it may seem, frictionless. It is the unique result of years of manufacturing experience in this special line, which but few have enjoyed.

"Next to the pump itself, the motor and the transmission are important. Failure in one of these would destroy the benefits of truly correct principles. The name "Holtzer-Cabot" is sufficient in the motor world to preclude a question of superiority.

"Having adopted and correctly applied a successful principle, durability and continued satisfaction are insured by great care in the selection of material, and by vigilance in the supervision of labor. Accordingly, our guarantee of every machine covering a year's time is given with confidence.

"No pains have been spared to attend to those details which effect the comfort of the operator. The aggravations incident upon exposed machinery, dripping oil, noise and vibration have been overcome. The hand machine requires no oil whatever, for the simple and sufficient reason that there is nothing to oil. Nor need any oil be applied to the electric Pneuvac, except once in three or

M. S. Wright Co. Plant

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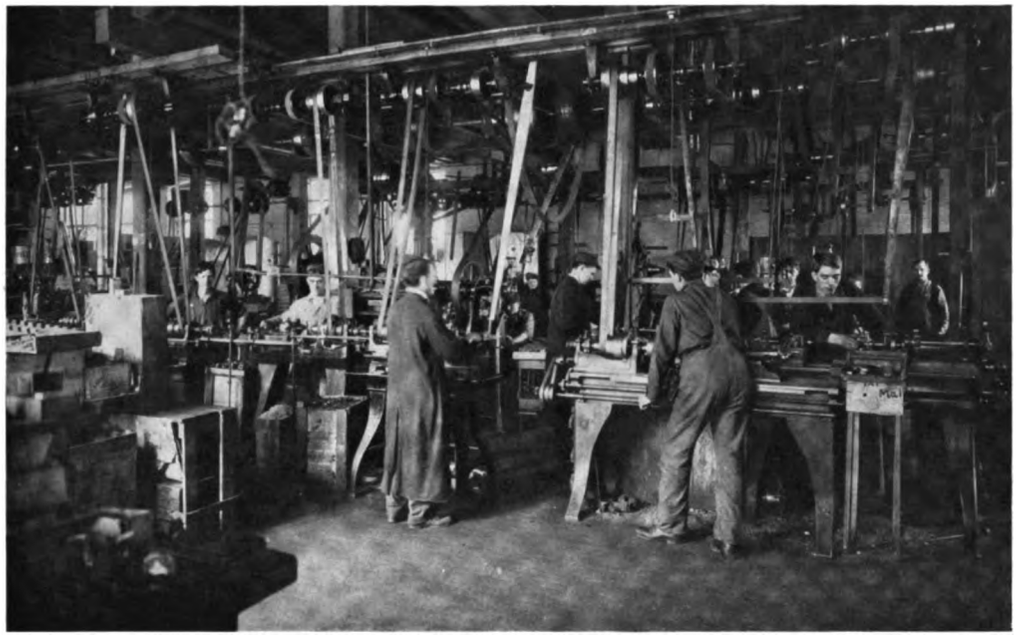
four months, when the motor and two ball-and-cone bearings should receive a small amount of lubricant. It is impossible for any oil to escape and do damage, for the machinery is all contained on the inside of the cleaner and a drop of oil is all that is necessary from one year's end to the other.



MACHINE DEPARTMENT

"Nowhere in vacuum cleaner circles has there been found a feature more unique or useful than our vacuum regulator dial—a simple contrivance, operating against atmospheric pressure, which may be so controlled by the operator as to maintain any desired vacuum within its range. The operating vacuum is indicated by a dial on the face of the machine, and may be varied at will by a turn of the thumb-nut. We hold a patent on this device and the advantages of such an arrangement are seen immediately by all those who have carpets of different qualities and materials. An Oriental rug, for instance, should never be cleaned with a high vacuum. Every thread in such a rug is of value, and the threads are not fastened strongly enough to resist too high a vacuum; whereas in working on a more durable rug, with a long nap, one would need a high vacuum in order to do the most efficient cleaning.

"To empty the dirt from the Pneuvac is an exceedingly simple operation. One has merely to release the drawer fasteners, pull out the drawer and empty the dirt from its receiver, without even brushing the same, raising the dust, or soiling the hands. This operation requires about fifteen seconds, and obviates all danger from dust arising into the operator's lungs, which invariably happens in other machines where two bags or a set of screens have to be brushed off.

"In the majority of cleaners, the dust enters the separator at the top, causing the path of the air and dirt to be downward through the separating bag. Hence the dirt is deposited upon the sides and bottom of the bag, where it remains, hindering and throttling the future air in its passage. In contrast to this, it is noteworthy that in the Pneuvac the dirt-laden air enters the separator at the side. The air passes quickly upward through the separating bag, and the dirt is, with its initial velocity, thrown toward the back end of the bag, and thus falls to the bottom by its own weight, leaving the top clear for the passage of future air. A comparative test will immediately show which type of construction is better adapted for maintaining the efficiency of the machine as the bag fills.

"The Pneuvac operated by hand-power is characterized by its great efficiency as a cleaner and by its surprising ease of operation, requiring, because of its frictionless mechanism, about one-half the effort necessary in other machines. Its large volume of air will at once be clearly understood from the fact that a one-inch hose is used with the cleaner. Only a machine applying a great volume of air could use a hose of so large diameter. A vacuum between six and ten inches of mercury is another attribute which defies reproduction on any other known principles.

"The chief features of the Electric Pneuvac are its frictionless mechanism, powerful vacuum and immense displacement of air, in which it leads its nearest competitor by twenty-five per cent., its even transmission of power and continuous suction, its ease of starting up, its quietness in operation, and its lack of vibration, its simplicity and solidity of construction, and its handsome appearance."

Though only in the business of manufacturing vacuum cleaners about three years, some idea of the phenomenal growth of the sale of the product can be secured from the fact that shipments are now being made in carload lots to agents in markets which have been created in all parts of the United States and Canada, Great Britain, Germany, France, Italy and Australia.

In the manufacture of the cleaners the company uses an average of two carloads of lumber each week, about 100 yards of cloth for dust bags and about 2000 yards of cloth for the bellows.

At present the company employs 400 men and has an annual output of $750,000 a year, which will be materially increased in 1912.

Morris S. Wright, president of the M. S. Wright Co., and founder of the business, had an early training which particularly fitted him for the manufacture of vacuum cleaners.

FLY-FINISHING DEPARTMENT

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He was inventor of the Vocalion organ and Aeolian Orchestrelle and for several years was Worcester manager of the Vocalion Company.

He has also invented a metal piano player action, which together with other piano player hardware, he began to manufacture in 1904 when he left the Vocalion Company.

The manufacture of vacuum cleaners was a development of the business started by Mr. Wright. He had at the end of two years, brought his piano player action business to such a standard that he employed seventy-five hands.

With the beginning of the manufacture of vacuum cleaners more factory space was necessary and two floors of the present building were leased.

The M. S. Wright Co., a closed corporation, was then organized in 1900. It had these officers, all of whom are now in the company in the same position: President, M. S. Wright; treasurer, Henry H. Wright; superintendent, Clayton M. Wright and buyer, Clifford L. Wright.

All of the under officials are sons of President Wright and through their co-operation and close application to business he attributes a large measure of the success of the company.

The product of the company in vacuum cleaners met with instantaneous success and the business increased to such an extent that it was necessary to take over more factory space. To-day the company occupies the entire four floors of the building, 57,000 square feet, and is compelled to lease three dry houses in other localities to prepare the lumber for manufacture. Every bit of available space in the factory building is crowded and at the present time negotiations are under way to secure adjoining factory room so that the congestion may be relieved in some departments.

Day and night crews of employees are employed at the present time to keep pace with the orders which are coming in and according to business which is already in sight it was predicted at the factory at the time that material for this article was secured, that the business of the company would be doubled in six months.

The various departments of the factory are so arranged as to save time in labor in preparing raw material and producing parts for the finished machine.

The basement is given over to lumber cutting machines where the wood is prepared and sawed into dimensions for the many kinds of vacuum cleaners which are turned out. The greater part of the street floor is used as machine shop and hardware department.

Electric Machine, and Girls' Departments

The office suite is at the corner of Jackson and Beacon streets, large, well-lighted and ventilated rooms, where the clerical force works under the best of conditions.

A packing room adjoins the office, easy of access both from the mechanical and business ends of the company.

Mechanics who have charge of the cabinet work case making and bellows making, are given the second floor of the building. Here may be seen a large number of skilled employees working on various parts of the inside mechanism of the cleaners.

Box and Veneer Departments

The fourth floor of the building is used for finishing cases and for final assembling of all parts of the cleaners.

When the employees in these departments finish their work, the cleaners are tested and are ready to be packed and shipped away to agents in all parts of the United States.

The business of the company has increased to such an extent that it has been found impossible to handle the entire sales management from the Worcester factory. It has been necessary to establish a Boston office which is capably managed and in charge of the Pneuvac Company through whom the bulk of the sales are made.

It was said after the vacuum cleaner made its appearance a few years ago that it was only a novelty which would have a short run and then pass away. Improved construction, simple mechanism and a compact and easily handled product such as has been perfected by the M. S. Wright Co., seems to have upset this prediction.

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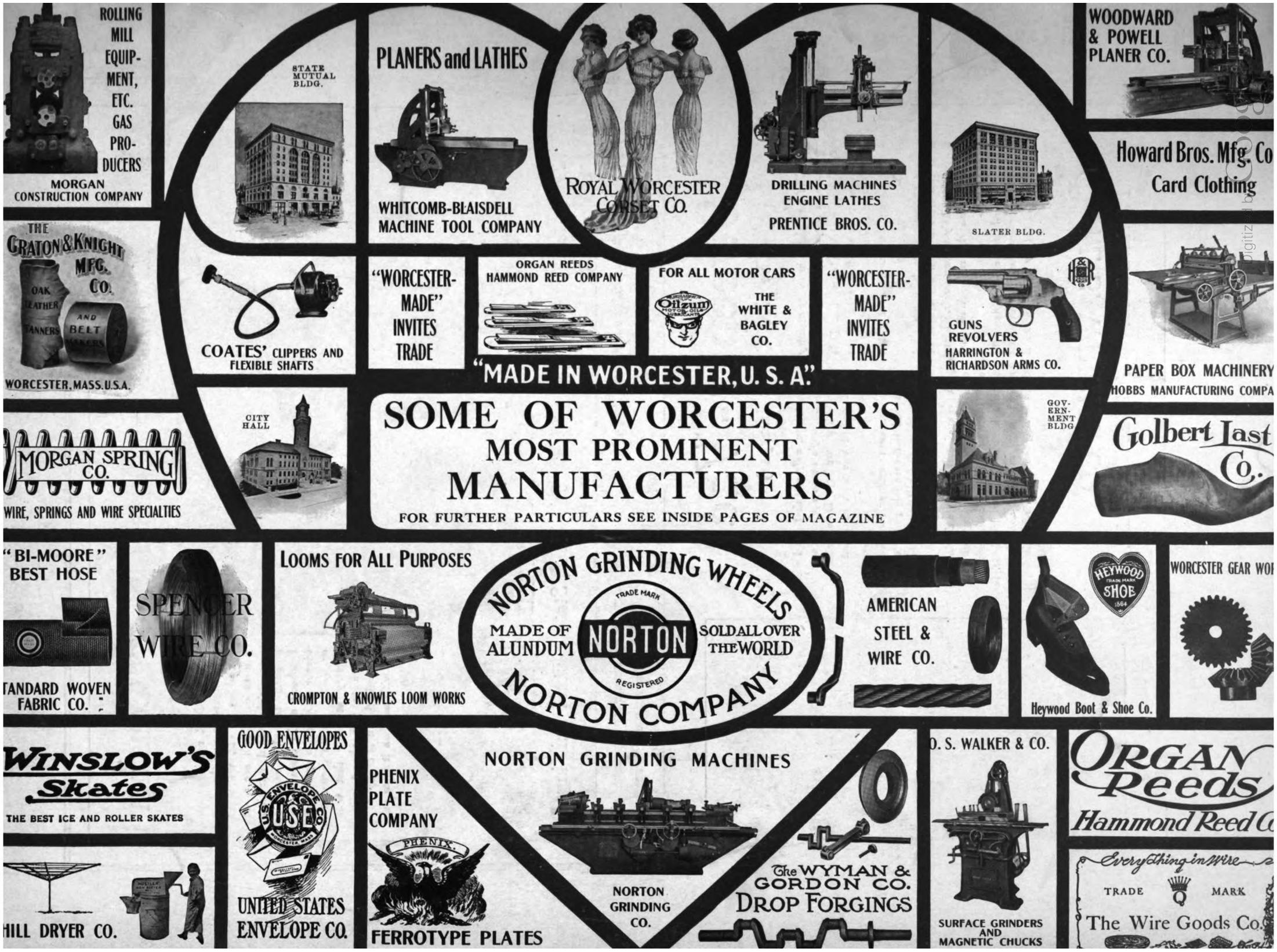
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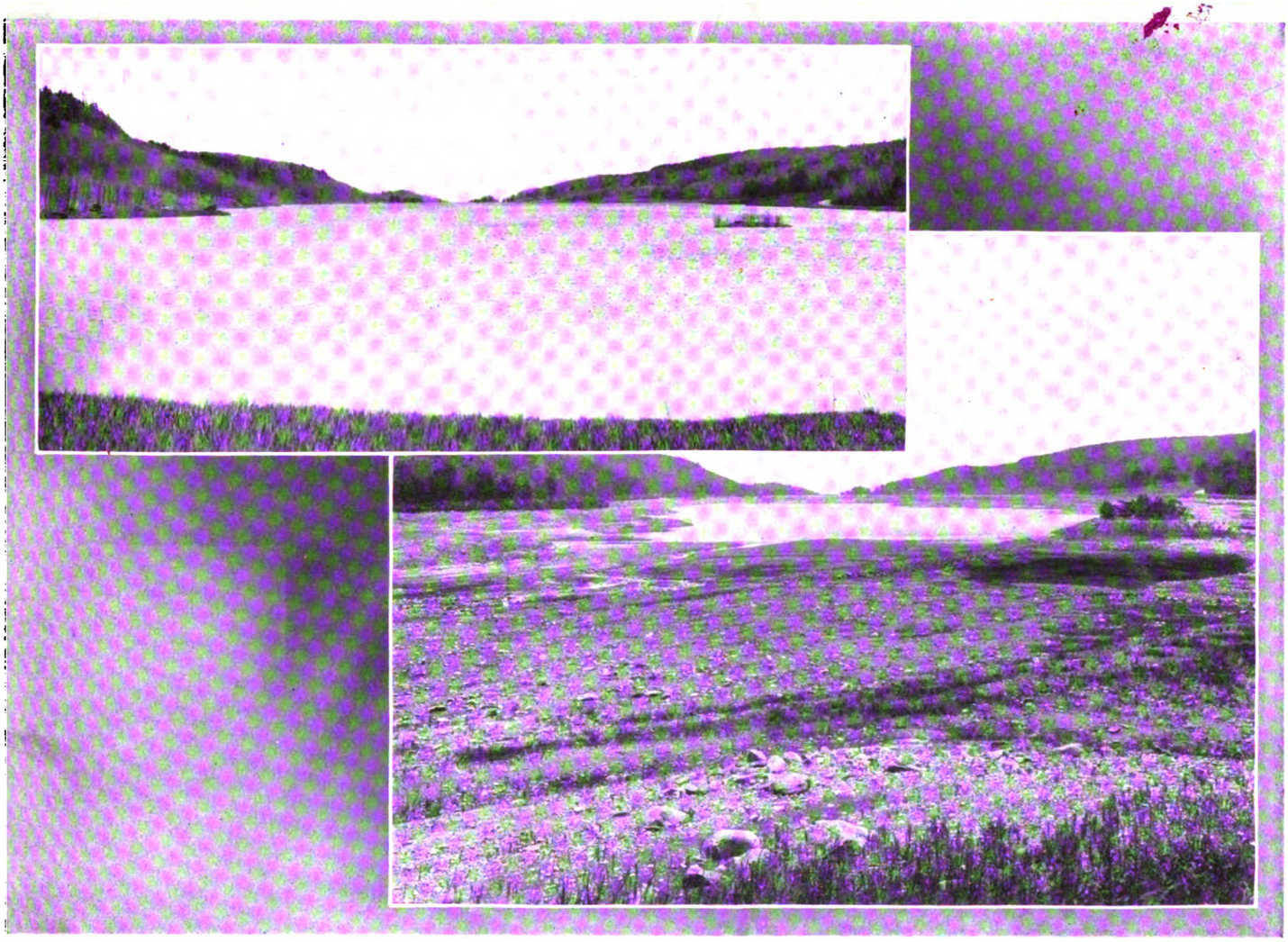

THE DIFFERENCE IN A TWELVEMONTH
Holden Reservoir, No. 1, as it appears to-day and as it appeared in 1911

JULY, 1912

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The WORCESTER MAGAZINE

Worcester and Its Water Supply

The Development of the Most Important Municipal Department of the City to Keep Pace with the Constant and Rapid Growth of the Community and to Prepare for the Worcester of 200,000 Inhabitants which is predicted in 1920.

GEORGE W. BATCHELDER
Water Commissioner

ON a day in June, 1911, the writer had opportunity to make a tour of inspection of the reservoirs supposed to hold in storage the water supply of Worcester.

The sight was a terrifying one. Barren wastes of reservoir beds stretched for hundreds of feet from the shore line. Miniature islands jutted up here and there in the precious and meager pools still in sight. From the northerly end of Holden reservoir number 1, the visitor caught his first sight of the ravages of that dry spell, when literally for weeks the skies were brass. For hundreds of feet from the shore line the waters had receded leaving in their wake wastes of pebble, rock and gravel. The sun had absorbed every bit of moisture from the bed. A tiny stream trickled through a portion of the ground, just where in normal years stood a body of water well over a man's head. Species of plant life had commenced to grow in the depression and later in the summer these spread with such rapidity that before the fall rains came it was necessary to expend thousands of dollars to strip the basins so that the water flowing in from the watersheds might not be contaminated.

Tatnuck brook and its tributaries, the main feeders for the Holden reservoirs were all but gone. Less than 25 per cent. of the normal flow of the larger brooks was coming into the reservoirs while the smaller brooks had vanished entirely and their very beds had to be hunted up by the alarmed visitor.

What was true at the Holden reservoirs was true at all the big basins. Kettle Brook reservoirs number four and three were practically drained of their supply, the water having been lowered into numbers two and one to save the enormous loss by evaporation, always incident to the summer season.

Lynde Brook reservoir, the source of the greater part of the high pressure service, so necessary for fire protection, had dropped to one half its normal capacity and even at that early date every drop of water was being guarded as jealously as if it had been a diamond.

The writer made the same trip again this year on a day corresponding to the date of the 1911 tour. What a contrast!

What a difference in the appearance of the brooks and tracts of wooded and open country! It was almost impossible to realize that the same reservoirs were presented to the view.

Every reservoir was filled to capacity. The barren wastes of reservoir bed had disappeared and in their place stood great sheets of water rippling and glistening in the morning sun.

Rain, rain, and again rain, in the fall, winter and spring—the replenishing period—had made a transformation so striking and so gladsome as to fairly thrill the onlooker. Just consider for a moment the amount of frainfall in the corresponding seven months preceding the first of June, 1911, and the first of June, 1912:

Comparative Table of Rainfall by Months

	1910-1911	1911-1912
November,	4.49	4.18
December,	2.24	2.94
January,	2.65	2.55
February,	2.80	2.93
March	3.72	6.23
April,	2.64	4.78
*May,	1.54	3.88
Total,	20.08	28.49

*To May 25.

Probably the watersheds were never in better condition to yield a maximum run-off per acre than they were during the spring of the present year. It will be remembered that as late as September 30,1911, the ground was dry and parched, absorbing practically all of the moisture from the early fall rains. Not until late in October did the watersheds yield anything like their normal draft though there had been a period of unusual rainfall. Mother Earth had to be provided for before our reservoirs could hope to be supplied.

Continuing rains during November, however, solved the problem, though in the meantime fear of famine had been dispelled by the completion of the Metropolitan emergency pipe line at a cost of $156,626.29, making billions of gallons of Greater Boston's water supply available for Worcester.

With the coming of cold weather the watersheds were thoroughly saturated—likened to a wet sponge—and they froze " wet," a condition which insured in advance

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a maximum run-off in the early spring. Cold rains instead of snow in the late winter and a record breaking rainfall in March, increased the efficiency of the sheds. The water literally poured into the brooks and sought a level in the big basins.

Consequently the reservoirs filled with amazing rapidity and reached capacity almost before the frost had started from the ground to provide still another source of supply.

Just what a difference this period of replenishment made in the supply of water in storage can be seen from this table:

In 1911—Holden Reservoir Number 2—In 1912

Months	Lynde Brook Reservoir	Kettle Brook Reservoir	Holden Reservoir]	Totals
January, 1911	393,000,000	91,000,000	195,000,000	679,000,000
March, 1911	355,000,000	239,000,000	141,000,000	735,000,000
June, 1911	293,000,000	400,000,000	342,000,000	1,035,000,000
September, 1911	444,000,000	54,000,000	108,000,000	606,000,000
January, 1912	455,000,000	416,000,000	765,000,000	1,636,000,000
March, 1912	387,000,000	553,000,000	778,000,000	1,718,000,000
April, 1912	644,000,000	811,000,000	1,005,000,000	2,460,000,000
May, 1912	708,000,000	811,000,000	1,074,000,000	2,593,000,000

So much for the sentimental and meteorological side of the water question. But there is another side equally important—the practical. Up to the beginning of the present municipal year the city of Worcester had spent on its water works, $5,425,719.56. What has it got to show for it?

Worcester is rapidly growing. Its manufacturing plants are developing and expanding each year. Its population, 156,362, according to the last water census, has practically doubled in 20 years and with its present rate of increase Worcester will be a city of 200,000 people long before 1920.

Completion of Kendall reservoir, as part of the Asnebumskit development expected this year, is going to put at the command of the city a basin estimated to hold 813,000,000 gallons of water, to be supplied from its own watersheds and the diversion of Asnebumskit brook at Pine Hill reservoir—the first development work to be done on the Asnebumskit system. This is going to give the city a source of supply for its low service system almost equal in capacity to the present low service storage basins. Back of all this, tentative plans have been drawn for the construction of a monster 2,000,000,000 gallon storage basin about the headworks at Pine Hill reservoir for the needs of the Worcester of tomorrow, when double the amount of water needed to-day will be necessary to supply its inhabitants.

Kendall reservoir, city officials say, is going to be sufficient for some years, for under the present plan of operation it is intended to be an addition to the low pressure service alone. It connects with the Holden system of reservoirs by means of a concrete conduit and its water will be lowered by gravity into the Holden reservoir as fast as the supply is drawn out for city consumption. This will enable the city to conserve the supply in Lynde Brook and Kettle Brook reservoirs for the high pressure service system exclusively, an absolute necessity if we are to provide sufficient fire protection and water for domestic purposes for inhabitants living on the suburban highlands.

Beginning late in the summer of 1911, the City Council not only authorized a substantial appropriation to increase the work on Kendall reservoir but also authorized the immediate taking of what is known as the Asnebumskit watershed, up in the hills back of the city. This became a fact on Feb. 15, 1912, after six months' notice had been given under the law. It has been followed, as was anticipated, by the filing of notice of damage suits for loss of water power by manufacturing concerns in Jefferson, who claim to be deprived of the greater part of their water power by the diversion.

Under the terms of the Act of the General Court granting Worcester the right to the water of Asnebumskit brook and its watershed, Worcester cannot cause any of the supply to run to waste over the spillways of the reservoirs. Once Kendall reservoir basin fills and Holden reservoirs show a maximum amount of water in storage, the water of Asnebumskit brook, held back in Pine Hill

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reservoir, must be allowed to resume its natural course, through Jefferson into the Metropolitan reservoir area.

Perhaps if you have read thus far in this article you are willing to delve for a paragraph or two into ancient history—to find out how the water system like Topsy, "grew."

Worcester's gravity water system began back in the fifties when Bell pond on Belmont hill was taken as a source of supply. This was increased by the construction of a small reservoir a short distance northerly.

Water was first taken from this source in 1854 and continued to serve the city of some 22,000 inhabitants for a few years. With the growth of the city came an expansion of the water system and in answer to the demand Lynde Brook reservoir was built in 1864, being the beginning of the present system. The cost of this basin, to-day the main source of supply of the high pressure service mains, has been $241,445, with additions and improvements to date.

Holden reservoir, No. 1 (formerly called Tatnuck reservoir), was opened in 1883. The basin was formerly a storage reservoir for water used for manufacturing purposes in the vicinity. The dam was strengthened and the waters turned into the city mains. In 1892 the reservoir was rebuilt, ten feet being added to the height of the dam, greatly increasing the storage capacity of the basin. The total cost of the work amounted to $157,000. This reservoir formed a separate source of supply for the lowland districts so the waters of Lynde Brook reservoir could be partially conserved and used more as an insurance against fire and to reach the highland districts as Bell Pond reservoir had been abandoned.

pressure in the service pipes. This was accomplished by the building of Parsons reservoir—a distributing basin holding 25,000,000 gallons, just south of the Lynde Brook reservoir. It was completed the same year that Kettle Brook, No. 1, was built, at a cost of $38,800.

These reservoirs were sufficient to serve the city of that day but it was apparent to the officials and engineers that it would be less than a decade when the storage capacity of over a billion gallons of water would have to be at least doubled to keep pace with the growth and development of the city. Consequently plans were drawn for an increased supply to fully develop both the Holden and Kettle Brook systems.

Holden reservoir, No. 2, was the first to be built, being completed in 1901 at a cost of $333,000.

Kettle Brook reservoir, No. 2, followed the next year costing $94,900.

Kettle Brook reservoir, No. 4, was taken over in 1902, being another mill pond. The dam was strengthened and raised and the watersheds cleaned at a cost of $138,000.

The following year saw the completion of the Kettle Brook system, when Kettle Brook reservoir, No. 3, was built at a cost of $100,500.

This increased the storage capacity of the Worcester reservoirs approximately 100 per cent., providing basins sufficient to hold more than 2,000,000,000 gallons of water.

But the development work did not cease here. No sooner were these basins completed than the city began figuring on an additional supply for the low pressure service, so that the waters of Kettle Brook reservoirs might

In 1911—Kettle Brook Reservoir Number 2—In 1912.

This arrangement served the city 12 years, when the steady growth both in population and manufacturing plants made it again necessary to seek additional sources of supply.

After considering various locations, that of Kettle brook in Leicester and Paxton, just over the Worcester boundary line, was taken and in 1896 Kettle Brook reservoir, No. 1, was built, costing $55,800. As the waters of Kettle brook were to be used as an additional supply for the low pressure service as well as the high, it was necessary to bring it to a level with the Holden reservoir before entering the pipe lines, to assure a uniformity of

be entirely conserved for the high pressure service and, in addition, provision made for still further pure water reserves.

The City Council was slow to take the decisive step to acquire the Asnebumskit brook watershed, going into the matter carefully before authorizing any taking. As a result, it was 1906 before any construction work began on this system. Then a moderate appropriation allowed the beginning of the Asnebumskit headworks at the northerly end of the entire Asnebumskit system. With the completion of this work a concrete conduit was built to convey the water to Kendall reservoir, planned on the

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HIGH WATER AT HOLDEN RESERVOIRS
Water Flowing over Spillway in March, for the First Time in Two Years

south, thereby diverting Asnebumskit brook from its natural course.

Work progressed cautiously until 1911. Part of Kendall basin was stripped, a canal dug, dykes built and conduits laid through to Holden reservoir.

With 1911 came the last of the lean years. From 1885 to 1908 the records show an average rainfall on the Lynde Brook system of 45.41 inches. In 1908 only 41.15 inches fell. This was regarded as exceptional but no general alarm was felt.

In 1909 the records showed but 40.09 inches. Although this still further approached the mean rainfall, in more senses than one, the city still felt secure. But in 1910 precipitation shrank to 37.68 inches, and when in July, 1911, only 15.19 inches of rain had fallen, Worcester, looked a water famine squarely in its ugly face.

Then began a very real and anxious effort to provide sufficient water not only for the present but for the distant future. The Asnebumskit system was not only harnessed up to the other sources of supply but the Metropolitan system in record breaking time was tapped at West Boylston.

To-day there stands on the south shore of the Metropolitan basin at West Boylston a first-class modern pumping station connected with a 30-inch pipe line, which, laid to the Summit, a distance of 12,660 feet, assures Worcester of protection against any future repetition of last summer's experience.

To Charles A. Allen, water expert and at one time city engineer, is the credit due for the speedy delivery of pipe and equipment and the general rapidity which characterized the consummation of this vital enterprise. He filled the breach admirably when City Engineer Frederick A. McClure was forced to give up temporarily under the strain.

Sharing honors with Engineer Allen is Contractor Edward D. Ward. He not only proved his work as a contractor and business man but his loyal type of citizenship as well, for his bid of $34,605 for the work, was more than $12,000 lower than the next nearest bidder and nearly $20,000 lower than the highest bidder.

The contract was signed August 29, and work began immediately. While the pipe line was being constructed the pumping plant was also being built and equipped so that on Oct. 22, 1911, the pumps were started for a preliminary test.

Two days later the line was formally tested in the presence of the Mayor, the water committee of the city council and other city officials.

Though the job had necessarily been a hurried one Engineer Allen, when he turned the line over to Water Commissioner Batchelder on Oct. 28, 1911—11 weeks to a day from the time work started—had no misgivings about its stability. He said, "I am satisfied that the entire work is as perfect as work of this character can be made to be, and that the City has in it an insurance against water famine which is invaluable."

His assurances were fully borne out in a thorough test of the plant and pipe line, commencing Oct. 24, and continuing until Nov. 11, during which time 62,470,000 gallons of water were pumped from the Metropolitan basin into the city mains.

Though housed in an economically constructed building, the equipment at the West Boylston pumping plant is of the most modern and approved type.

It consists of three of the Alberger Pump Co., 2,000,000-gallon 4-phase centrifugal pumps, costing $5940;

THE PARTING OF THE WAYS
Diversion of Asnebumskit Brook at Pine Hill Reservoir

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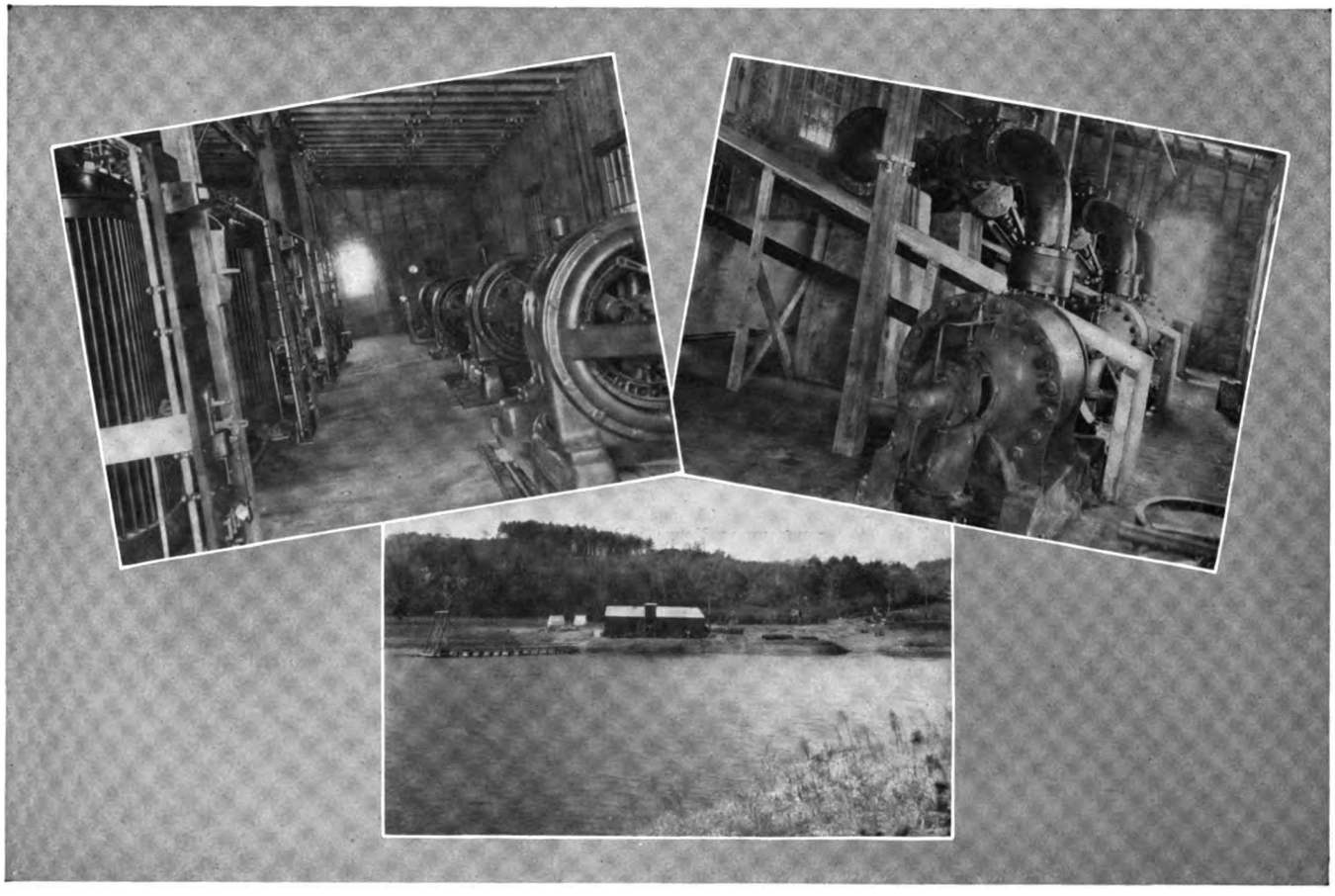
three General Electric Co., 250 H. P. motors with starting devices; three 210 K. W. transformers, blowers and switch board apparatus complete, including lightning arrester equipment.

Power for the station is furnished by an emergency line run from a convenient point on the Connecticut River Transmission Company's wires near-by.

Of all the equipment the pumps are the most wonderful. Small and homely affairs are each of them. They appear diminutive in comparison with the other equipment, yet each is guaranteed to pump 2,000,000 gallons of water in 24 hours against a total head of 550 feet.



The Emergency Pumping Plant at the Metropolitan Basin

By way of explanation this may be illustrated by picturing each one of these pumps as forcing 2,000,000 gallons of water in 24 hours up through a standpipe more than three times as high as the State Mutual or Slater buildings. Rotary fans enclosed in the massive shells of the pumps making 1400 revolutions a minute, make this seemingly impossible feat quite possible.

Such a type of pump was necessary to force the water over a steep ridge just beyond the pumping plant, carry it still higher to the Summit, and then have sufficient pressure left to send it into the high service mains at an increased pressure over that of the regular high pressure water system, 150 pounds to the square inch.

To prevent the volume of water from sweeping back down through the 30-inch pipe and wiping out the pumping plant if an accident caused the pumps to stop, called forth one of the most important bits of engineering work of the entire line. This was the installing of a monster check valve just outside the pumping station. The apparatus with accompanying steel work weighs approximately six tons and is embedded in reinforced concrete pillars, three feet thick and sunk far into the ground.

The valve works automatically on hinges, pressure of the water entering through a ten-inch feeding pipe being sufficient to cause the huge steel flap to open. Once the pressure is shut off, the flap drops back in place in a fraction of a second and checks the water from forcing itself back into the pumps.

The valve is tested to withstand 200,000 pounds' pressure, a very necessary precaution because of the terrific force which is bound to exert itself the minute the power from the pumping plant is shut off and the great volume of water in the huge pipe rushes down the steep grade.

The water system of Worcester is a simple one, the city being so fortunate in its surroundings as to be able to maintain an efficient gravity system, both to replenish one reservoir from another and to supply both high and low pressure service mains and maintain a uniform pressure in each.

Holden reservoir, No. 2, at the southerly end of the Holden system is 237.80 feet above the ground level at City Hall. Parsons reservoir—at the end of the Lynde Brook and Kettle Brook systems, built at the same height, —assures an average pressure of 80 pounds to the square inch for the low pressure system.

Lynde Brook reservoir from which the water flows directly into the high pressure service mains, is over 100 feet higher, its altitude being 341.94 feet above the

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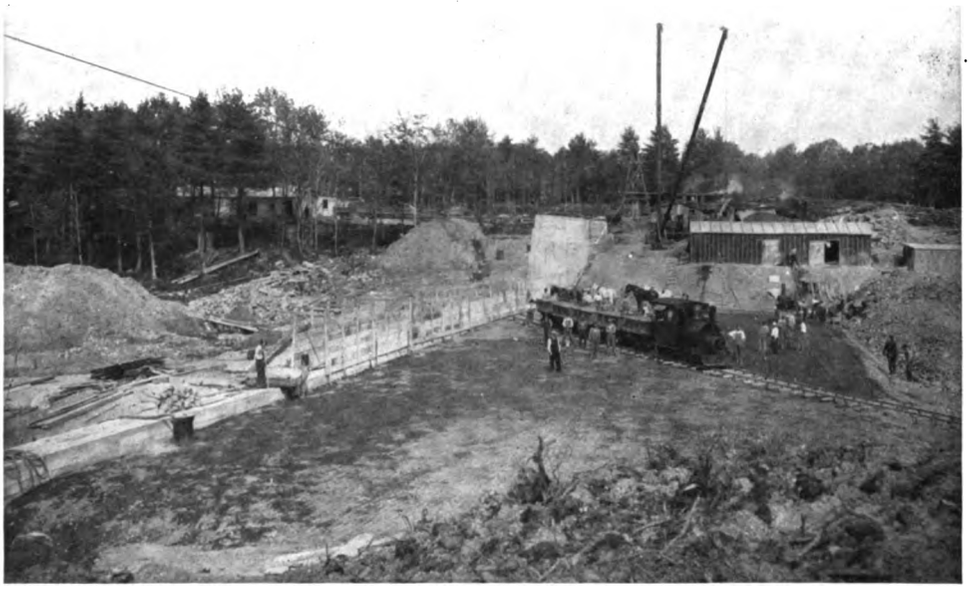
level at City Hall, providing a pressure of 150 pounds to the square inch, sufficient to carry the water to the highest parts of the settled districts of the city.

Kettle Brook reservoirs contribute to both the high and low pressure services, flowing into Lynde Brook reservoir, from whence a part is diverted into Parsons reservoir to be distributed in the low pressure service mains,



THE MONSTER 1400 FOOT DAM UNDER CONSTRUCTION AT KENDALL RESERVOIR

while the remainder assists in keeping Lynde Brook reservoir replenished.

Some idea of the vast area of the watersheds of the reservoirs including the entire Asnebumskit system can be secured from the following: Lynde brook, 1870 acres; Holden, 3348 acres; Kettle brook, 2314 acres; Asnebumskit, 6114 acres; Peter brook, (contributing) 309 acres.

These areas provide watersheds sufficient to fill, in a normal season, reservoirs conserving this vast body of water: Lynde Brook reservoir, 708,581,000 gallons; Kettle Brook, No. 1, 19,000,000 gallons; Kettle Brook, No. 2, 127,310,000 gallons; Kettle Brook, No. 3, 152,306,000 gallons; Kettle Brook, No. 4, 512,847,000 gallons; Holden, No. 1, 729,319,000 gallons; Holden, No. 2, 257,398,000 gallons; Parsons reservoir, 25,000,000 gallons. Kendall reservoir, the first of the Asnebumskit storage reservoirs, is being constructed to hold 813,000,000 gallons. Total ultimate capacity of all reservoirs: 3,344,761,000 gallons. Approximate daily consumption is 11,000,000 gallons.

The theory that has so far been obtained in developing the Asnebumskit system has been to conserve the high pressure service for fire protection and reduce its use to a minimum for domestic and manufacturing purposes. If this theory is rigidly adhered to, the low pressure service must be increased to care for the increased demand on its supply and provide for the normal increase noticeable each year. Holden reservoirs and the Asnebumskit system are expected to do this, thereby guaranteeing that Lynde Brook and Kettle Brook systems shall be utilized as high pressure service reservoirs in the strictest sense of the word.

Improvements and replacements in the pipe lines leading from the reservoirs are necessary to accomplish this and to provide a larger and more even flow to the city mains.

One of these improvements has already been authorized by the city council of 1912—the beginning of a 48-inch pipe line from the Holden reservoirs to the city, to replace a 30-inch and 24-inch line now doing service. Between $50,000 and $75,000 will be expended on that job this year, being the initial expenditure of a work which will cost in the neighborhood of $200,000 when completed.

The construction of a third pipe line, 36 inches in diameter, tapping the 30-inch pipe line running to Parsons reservoir from Lynde Brook reservoir and thence to the high service mains is also urged, though it may be some years before it will be built. The present pipe lines leaving Lynde Brook reservoir are 24-inch and 20-inch and in some places they are reduced to 20-inch and 16-inch pipes. Considerable fluctuations in the high service pressures show conclusively, according to Water Commissioner Batchelder, that these lines are overtaxed and that the building of a third line would greatly relieve the situation and provide a much more efficient supply during periods of heavy draft.

While the work of securing adequate water supplies for the city has naturally been to the front in recent years, development of the remainder of the water department has not been neglected. The city has one of the best equipped departments in the country and is continually adding to its equipment. It possesses a workshop and storehouse combined which are considered adequate; a shop provided with various types of machines and stock which permits repairs to be made to tools and other equipment at a minimum cost to the city. This valuable adjunct to the department has been inspected time and again by delegations of city officials from all parts of New England and New York, sent out by their taxpayers to see what Worcester is doing and to bring home some of our ideas to be incorporated in their own water systems.

Some estimate of the value of such a thoroughly equipped department can be gained from the fact that while the struggle for emergency water necessitated the united work of every official of the department for more than four months in 1911, it was still able, in addition, to properly lay more than 15 miles of water pipe during the year.

The following statistics give an idea of what Worcester has invested in its water department exclusive of reservoirs, shops, tools and supplies: Number of miles of main water pipes, 2 inches to 48 inches in diameter, 247.957; number of miles of service pipe, 161.815; number of fire hydrants, 2303; number of water gates, 3497; number of water meters, 16,821; number of water cart hydrants in use, 147; number of car sprinkling

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hydrants in use, 43; number of watering troughs in use, 19; number of drinking fountains in use, 17.

Worcester collected a revenue of $398,844.06 from water takers in 1911, an increase of $18,319.20 over the preceding year. This income is due in a large measure to the general use of water meters. Beginning seven years ago it was decided to insist on the use of meters by water takers and each year since that time has shown a steady increase in the number of such meters in operation. The wisdom of this plan has demonstrated itself thoroughly, for to-day, Worcester is able to account for 81.3 per cent. of its total draft, a very much better showing than most cities can make.

This is more clearly demonstrated by the following Table:

	Total Metered	Total Accounted for	Per Cent. of Total Metered	Per Cent. of Total Accounted for
1902	1,580,824,913	1,700,922,413	52.7	56.7
1903	1,620,727,639	1,748,753,629	45.8	49.4
1904	1,758,092,526	1,883,290,526	47.	50.3
1905	1,881,254,205	2,163,797,405	54.3	61.5
1906	2,052,903,499	2,442,748,265	61.	72.6
1907	2,251,509,561	2,645,581,780	65.4	76.8
1908	2,236,271,733	2,628,941,453	67.4	79.2
1909	2,265,052,985	2,635,262,236	68.9	81.3
1910	2,708,189,092	3,107,666,805	69.4	79.7
1911	2,737,168,653	3,071,797,486	72.4	81.3

Where do these billions of gallons of water go every twelvemonth? This is a question which keeps a corps of clerks busy in the Water Registrar's office the year around. Behold the answer for 1911:

The quantity of water, in gallons, furnished and charged for during the year ending November 30, 1911 was as follows:

Domestic purposes,	1,115,521,364
Manufacturing purposes,	716,743,141
Steam and electric railways,	249,751,029
Elevators,	266,656,504
Motors,	4,042,625
Schools,	39,407,013
Churches,	4,109,052
Hotels,	20,144,820
Hospitals,	84,770,174
Stables,	8,284,961
Laundries,	34,961,848
Fire department houses,	3,546,618
Sewer department,	6,857,080
Street department,	1,714,764
Parks department,	12,560,742
Stores, offices, shops, etc,	168,096,918
Unmetered water (estimated),	25,000,000
	2,762,168,653

The quantity of water, in gallons, furnished during the year and for which no revenue is received, was as follows:

Street sprinkling,	46,848,500
Merrifield estate,	57,597,143
Blow-off and hydrant flushing,	2,284,150
Urinals,	16,572,000
Watering troughs and drinking fountains,	43,683,000
Water Department, for testing meters, etc.,	1,150,163
Slow meters,	136,858,432
Estimated water used in testing sprinkler systems,	1,347,500
Miscellaneous purposes,	3,287,945
	309,628,833
Total accounted for,	3,071,797,486

An American Exposition Ship

A Plan for a Commercial Tour of the Latin-American Countries with the Active Interest and Co-operation of the State.

The American Manufacturers Export Association, of New York, is active sponsor for a plan for an annual commercial tour by representatives of manufacturers and exporters, on an exposition vessel, the first cruise to include all Latin-American countries. The United States Marine Exposition Co., a corporation authorized under the laws of the state of New York, has organized the enterprise under the patronage of the association, and Mr. Henry T. Wills, secretary of the association, 200 Fifth Avenue, New York City, will have general management, and Mr. J. J. Finnell, consulting engineer, of New York, exposition management. The active co-operation and interest of the president and the executive departments of State, Navy, and Commerce and Labor have already been secured. Assistant Secretary of State, Mr. Chandler Hale, has issued instructions to diplomatic and consular officers to aid the success of the tour in every way by arousing the interest of Latin-American countries. A representative of the Department of State will probably accompany the expedition.

A ship of 14,000 tons displacement, under American registry, will be secured, and a large amount will be expended in remodeling the boat to fit it for exhibition purposes. Exposition booths and show cases, suitable for the effective display of American manufactures, will be installed. These exhibits will include machinery, plantation equipment, motor boats and cars, factory supplies, hardware, household ware, dry goods, food products, drugs and chemicals, paints, oils and practically every variety of the up-to-date products of our factories. They will be in charge of high-class representatives of the manufacturers, and every facility for an effective display will be provided—interpreters, advance notices, excursions from inland districts, and co-operation of governmental agencies. The exposition will be under the personal direction of a distinguished American, well versed in the languages of the countries to be visited, and bearing with him the approval of our own government.

The name *Exposition* has been chosen for the vessel. It is expected that the first tour will begin about October 1 next, and last about 180 days, the itinerary to begin with Havana and include some sixty ports on the Atlantic and Pacific coasts, ending at San Francisco. Officers of the United States Navy may be detailed to command and navigate the ship, and every effort will be made in the enterprise to emphasize the purpose of the journey to establish the active and effective trade relations with the countries of Latin America, for which Secretary Knox is now paving the way by his visits at Caribbean ports.

This should result not only in establishing better trade relations, but will have other far-reaching effects in relation to banking activities, transportation, and the extensions of our foreign commerce. Further publicity will be given to the matter from time to time in the public press before the voyage of the *Exposition* begins.

At the conclusion of the mission to Latin America plans will be undertaken for a similiar cruise among the trade centers of the Orient.

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The Worcester Motor Boat Club

Youngest of All Lake Quinsigamond Social and Civic Organizations, Entrenched in Remodelled Clubhouse on Ramshorn Island, Pledges Itself to Become a Factor for Good in the Destiny of Affairs Around Worcester's Beautiful Lake

THE motor boat on the water, like the motor car on land, speedy, comfortable and easy to handle, is riding on the high wave of popularity in Worcester.

And why not? Everything is in its favor. No city in the East can boast of a sheet of water like Lake Quinsigamond—for it is here that the motor boats are clustered—a lake famous for its miles of open water, banked on either side with the choicest of New England scenery.

It is no wonder then that the fleet of motor boats on the lake has multiplied many times over in the last five years, for Worcester people are just as alive to the up-to-the-minute style of conveyance, either for business or pleasure, as their neighbors in other cities.

There were possibly a dozen motor boats in Worcester a half a decade ago, excluding of course the steam launch and pleasure steamers capable of carrying from twenty-five to fifty passengers, for these are not classed with motor boats by the fadist, and are gradually passing out. Today, according to the last official census of the veteran boatmen at the lake, there are 250 motor boats owned by Worcester people plying about the waters by day or night, and the number is steadily increasing.

Like every other type of craft the individual fancy of the owner is exemplified in Worcester's fleet of motor boats. The long low racer, speed apparent in every line, is there. Moored close by, if they happen to be at anchor, may be seen either the less speedy but more roomy family boat or the modest two or three passenger craft of the ordinary lover of the sport.

But all of this is preliminary to the story—a preamble to the birth of the Worcester Motor Boat Club, the latest of the group of Lake Quinsigamond social and in no small way civic organizations; and a real thriving youngster it is, too.

The club formally came into existence on the night of June 19, when the remodelled clubhouse on Ramshorn Island, just off the Causeway, was dedicated, and open house was proclaimed until midnight: all this being the culmination of months of work on part of the prime movers and founders of the organization.

The opening was a notable one. Hundreds of friends of the motor boat owners visited the clubhouse, inspected the remodelled rooms and went home satisfied that the organization has one of the best laid out and furnished clubhouses on the lake.

The clubhouse itself is one of the oldest landmarks about Lake Quinsigamond, and at one time the home of the famous Wachusett boat club. It was in the hands of carpenters, painters and decorators, for three months prior to the opening, and its interior radically changed to conform to the up-to-date arrangement of rooms which characterizes the modern club.

The location of the clubhouse commanding one of the finest views of the lake in either direction, needs no description to Worcester people. For nearly fifty years it has stood on Ramshorn Island while pleasure resorts and summer colonies have sprung up about it on all sides, transforming a wilderness into a thriving suburban section of Worcester.

THE CLUBHOUSE FROM THE CAUSEWAY

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The lawns and circular driveway have been preserved. The famous wide verandas encircling the piazza have also been kept intact from where the magnificent views of the lake and surrounding shores are obtained. From the north piazza an excellent view is commanded of the causeway and wide stretch of open water beyond with Regatta Point and the old college race course in plain sight. From the opposite end of the house the southern end of the lake unfolds itself, with islands and clubhouses at the southern extremity visible in the distance. Pleasure resorts flank the clubhouse, just beyond the open water—the White City on the east and Lincoln Park on the west.

A Corner in the Ladies' Parlor

Yet with all these about it the clubhouse is insured of an unusual amount of privacy. The one connection to the mainland which will be opened, is the filled-in roadway connecting with the causeway, it being decided that the other means of access, an iron bridge crossing to Lincoln Park, shall remain closed. Thus it will be seen that while the organization is housed in the midst of activities it is primarily by istelf in a commanding position where its members can see all there is to be seen without being obliged to leave their clubhouse seats.

Notwithstanding this semi-exclusive location, the club is not planned to be aristocratic or ultra exclusive. The directors have adopted that double system of both active and associate membership lists. The first is to be for motor boat owners and the second for any Worcester resident, whether motor boatist or otherwise, whose name is presented for membership and duly accepted.

And another popular vote of the directors might not be amiss here. They have planned to make a specialty of catering to the ladies. Mothers, wives, sweethearts or just plain feminine friends of the men folks are to be made to feel at home at all times. They will be made welcome day or night, given the freedom of the house and grounds, privileges which set up pictures of many pleasant afternoon parties of the ladies alone, for they need not be accompanied by gentlemen escorts.

And now a few words about the remodelled interior of the clubhouse. The transformation which has taken place has been a wonderful one. Everything is new and up-to-date. The fifty-year-old walls are hidden beneath handsome tapestry paper. The painters and decorators have freshened up the woodwork, retinted the ceilings and wiped out the last traces of age which might have been apparent. Truly the change has been a wonderful one.

On entering the main building the visitor finds himself in a wide hallway done in brown and red, extending nearly the length of the building and leading into one of the main dining rooms.

To the left of the main entrance is the ladies' dining room, a delightful and restful place for any meal from a light lunch or course dinner. The decorative scheme carried out here in tints and shades of green is set off with rich tapestry curtains and draperies of buff. Ferns set about here and there enhance the beauty of the room.

Leading from the southerly end of this room is the men's dining and smoking room, which extends east and west across the building. Here may be held the stag parties, game suppers or small lunches for men, surrounded by an atmosphere of Bohemia, and quiet decorations of maroon and dark green. To the rear, in the annex, reached by a short covered passage, is the gentlemen's cafe done in the same colors.

To the right of the main entrance is the reception and lounging rooms, done entirely in a dark brown, with mission furniture finished in the natural wood to match.

The second floor is given over to a ladies' suite, private dining rooms and directors' room.

The Gentlemen's Cafe

Out of all of these the ladies' apartments stand out most prominent. A pleasant parlor finished in dark green and furnished complete with art squares, piano

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and mahogany furniture, can be reached from the main corridor. A retiring room fitted up with wicker furniture leads from the parlor and a turn leads into a model bath and toilet room.

ARTHUR BURTELLE
Commodore

On the opposite side of the broad corridor are arranged the private dining rooms, four in number. The rooms are finished in dark green, but an exclusive design of paper and grouping of colors give an individual appearance to each.

The directors' room with its leather upholstered mission furniture is finished in a rich brown with red draperies to relieve the single color effect.

To the rear, on the second floor of the annex, has been arranged a model kitchen provided with plenty of natural light from three sides. This is one of the radical changes in the building. Under the old arrangement the kitchen was in the basement, but Commodore Burtelle, when he took charge, suggested, and was authorized, to have the kitchen removed upstairs to be connected with the downstairs departments with dumb waiters.

The third floor of the building is to be left intact for the time being, ready to be altered to suit the demands as the organization grows and takes in new members.

Of special mention at this time is the extensive change which has been made in the lighting system. All of the old fixtures have been taken out and new ornamental fixtures and clusters of tungstens have replaced the old style but servicable incandescent.

The pleasant accommodations of the clubhouse are by no means confined to the interior, for plans are already under way to have an out-of-door dining room on the east piazza. Later in the summer the directors are talking of a Japanese roof garden to adorn the roof of the annex, facing the southerly view from the island.

The accesses to the island from the water are many and excellent, though it is probable that one wharf will have to be built on the east shore, where a sheltered cove not only protects the boats but affords a more private and better landing place than the old wharf and boathouse on the west shore.

Though the history of the Worcester Motor Boat Club is necessarily a short one, extending over the short period of nine months, it is replete with progressiveness and action. To be precise the club had its beginning in the private boathouse of Mr. A. A. Coburn, proprietor of one of the largest boat liveries at Lake Quinsigamond, and authority on lake development, having seen the country about be transformed from a wilderness of forty years ago to one of the grandest inland water resorts in New England.

The meeting was held late in September, 1911, there being present a select group of motor boat owners, representing the various colonies of summer dwellers living about the lake. They gathered to discuss the advisability of promoting an organization whose active membership would be made up exclusively of motor boat owners, who, if banded together and backed by a representative list of associate members, could not only enhance the social features of the summer colony but be a factor in maintaining order and regulating the speed and piloting of the new style water craft, the motor boat, on the lake. They could also see where such an organization could assist in any public civic improvement about the lake; and even so early in its existence the club is paving the way to do its mite toward having the disreputable cause-

DR. A. F. WHEELER
Vice-Commodore

way replaced by a modern bridge, connecting the Worcester and Shrewsbury shores.

Sentiment in favor of the establishing of such a club had been ascertained before that preliminary meeting

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in September, and a temporary organization was formed immediately. Committees were appointed to draft a constitution and by-laws and bring in a list of officers for the permanent organization to be, after which the meeting was adjourned. Many meetings were held after this date, each one bringing the organization a step nearer its goal. While committeemen were busy drafting the constitution and by-laws other interested boatmen were rounding up their fellow sailors, getting their promises to become affiliated with the new organization, once it was established.

The success of the canvass was so great that it was possible at a later meeting to make the temporary organization a permanent one, accept a constitution and by-laws and elect these officers for 1912: Commodore, Arthur Burtelle; vice-commodore, Dr. A. F. Wheeler; rear commodore, Andrew M. Norback; treasurer, Ward E. Pratt; financial secretary, Dr. C. Vernon Paterson; recording secretary, C. D. Paterson; surgeon, Dr. F. H. Dean; measurer, H. E. Crandell; quartermaster, Harry M. Winchester.

THE COMMODORE'S FLAGSHIP

The matter of finding suitable quarters for the new club was then taken up, and after considering various locations and sites about the lake it was finally agreed to take over the spacious club building on Ramshorn Island.

And now the club is on its way to become a factor in the destiny of affairs at Lake Quinsigamond, maybe to become the greatest of all, for it is planned to make the organization active the year around, the clubhouse to be open in winter as well as in summer.

An Appreciated Revision

One change in the last revision of train schedules between New York and Worcester is being unusually appreciated by Worcester business men who are compelled to make frequent trips to New York.

It provides for a fast express leaving New York at 4.58 p.m., with dinner and parlor cars attached as far as Springfield. It is scheduled to arrive in Springfield in time to make close connections with the Boston & Albany express due in Worcester at 9.40 o'clock.

The advantage of the new train, so far as Worcester business men are concerned is that it gives them an extra hour in which to transact business in the Metropolis and still arrive home at a seasonable hour.

Gains in Bank Clearings

Worcester bank clearings for May showed a gain of 14 per cent. over May, 1911, and according to figures prepared by the R. G. Dun & Co. commercial agency, this was the third largest per cent. of increase shown by any city in New England.

Springfield showed a gain of 33.1 per cent. and Hartford made a gain of 15.2 per cent. Boston gained 10.7 per cent. and Portland gained 11.2 per cent.

The total New England clearings showed an increase of 10.8 per cent. over the same month a year ago.

Total bank exchanges in May in all cities in the United States, according to Dun's statement, which is separated into groups and includes returns from 127 centers, amounted to $14,096,605,577, an increase of 4.7 per cent. as compared with the same month last year, and of 7.2 per cent. as compared with the corresponding month of 1910. Practically every section of the country shared in this showing, and, while some cities still report more or less decrease as compared with one or both years, due mainly to local conditions, the gratifying expansion at most of the important industrial and commercial centers indicates the prevalence of considerable activity.

New York city reported a gain over last year of 1.1 per cent. and over 1910 of 3.1 per cent. much of which was due to the increase in ordinary business transactions, as the difference in the volume of operations in the stock and other speculative markets was not nearly so great as in the month before.

The total of the outside cities also made an extremely favorable showing, increases of 9.7 per cent. and of 13.3 per cent. respectively, being reported. Notable expansion in bank exchanges in Boston, Springfield, Worcester, Providence, Portland, Hartford, New Haven and other cities in the New England states is a reflection of the revival in activity in the textile and some other manufacturing departments, and while some complaint is heard in certain lines, the volume of business as indicated by bank clearings is undoubtedly far in excess of either last year or 1910.

May	1912	P.C.
Boston	$716,088,411	*10.7
Springfield	13,028,865	*33.1
Worcester	11,128,570	*14.0
Fall River	4,786,053	** 6.2
New Bedford	4,266,178	** 1.3
Lowell	2,600,339	* 0.5
Holyoke	2,844,140	* 6.9
Providence	35,500,400	* 8.9
Portland, Me	9,266,293	*11.2
Hartford	21,860,757	*15.2
New Haven	13,264,274	* 4.8
New England	$835,632,280	*10.8

*—Gain.
**—Loss.

Magazines Wanted

An unusual demand for copies of the *Worcester Magazine* for July, 1911, and February, 1912, has practically exhausted the reserve supply at the office of the Board.

A few copies of the above dates are needed to complete files, and members can confer a favor on the organization, if, having no further use for such issues, they would return them to this office.

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The Reproduction of a Great Foreign Festival

A Monstrous Celebration of "Midsummer," the National Festival of Sweden, by the Swedish People of Worcester Attracts Visitors from All New England and the Attention of Scandinavians Throughout America to the Heart of the Commonwealth

GEORGE N. JEPPSON
Chief Marshal

EVERY country in the Old World has its particular season of the year when dull care and the ordinary worries of life are temporarily thrown aside and the customs and traditions of forefathers are revived and jollity reigns supreme. Modern commercialism and the hustle and bustle of American life have excluded this pretty custom from the mind of the average Amercian, but the citizen of foreign nativity now settled and prospering in this great land of ours, always finds time for some formal observance of the festival season of his native land.

Europe is especially rich in this folklore and accompanying festivities. From the sunny shores of the Mediterranean to the bleak borders of the Land of the Midnight Sun each country or principality has its particular celebration distinguished from all others and stamped with the individualism of the people who live within its boundaries.

Probably no country is more replete with folklore than that of the Scandinavian peninsula. No people enter into their festive season with more enthusiasm or wholeheartedness than the Swedish people.

Thousands of these people are now living within the boundaries of this great country, forming prosperous colonies in the large cities or spread over the Western plains where they have been instrumental in transforming a barren wilderness into thriving farm lands.

Their great festive season is "Midsummer," a season which, in the old country, extends over a period of three weeks during which all the customs, traditions and festivities of centuries ago, handed down from generation to generation, are revived. The celebration is a national one. Royalty unites with peasantry. In the city, town and village are continuous rounds of pleasure to herald the arrival of midsummer and give outward demonstrations of thankfulness for all it brings with it.

With the immigration of the Swedish people to this country came this folklore, and from time to time there have been formal observances of the season on a large scale.

Worcester, with its population of more than 30,000 people of Swedish nativity, has taken part in these celebrations at various times, but not until the present year was the observance of such magnitude as to command attention of the entire Swedish-speaking population of the New World.

The result of months of preparation on part of the Swedish National Federation of Worcester, participated in by every Swedish organization in the city, the chief representative of the Swedish throne in the United States as honored guest, Ambassador W. A. F. Ekengren of Washington, and with thousands of Swedish-speaking people from all parts of New England visiting the city, the celebration was one which had the eyes of the entire Swedish population of the East focused on the Heart of the Commonwealth.

The festival was held on Saturday, June 22, blessed with ideal summer weather and carried through with that fine regard for detail which made it a glorious success from beginning to end.

In former years Chicago, with its grand celebration of Midsummer, was the centre of festivities. This year Worcester was supreme, bearing out the predictions of the officers of the Federation, made more than a year ago when they prophesied that the greatest observance of Midsummer in the United States would be right here in Worcester.

Various estimates of the number of people, who took part in the festivities or attended the gathering, have been made, of which conservative ones fix the number present at 30,000, of which approximately 10,000 were visitors from other cities and towns. Over 4000 men and women were in the great parade which signalized the beginning of the festival, and it was estimated that close to 100,000 people lined the sidewalks on either side on Main Street while the procession wended its way through the business district.

All in all the festival was one of the greatest midsummer celebrations ever conducted in Worcester and was without doubt the greatest celebration ever conducted by people of a single foreign nativity living within the boundaries of this city.

The parade in the early afternoon was the great public feature of the celebration. Passing through Main Street where business blocks were in holiday dress with the blue and gold of Sweden predominating, the different divisions evoked round after round of applause from the interested spectators.

Every Swedish society in Worcester was represented in the parade, in numbers ranging from 800 to 25. Floats of all kinds and descriptions representing the folklore of Sweden or achievements of the Swedish people formed an interesting pageant in the parade. Some were lavishly decorated bowers of flowers and forest, typical of midsummer, carrying fair maidens and young men in native costume, each group giving exact representations of Swedish dances and games as the parade passed on.

The right of line was given to a gorgeous float of the Queen of Midsummer, personified by Miss Elaria Johnson and her court of midsummer nymphs, who were flanked on either side by male guards bearing standards of flowers and evergreens as they marched onward.

"Svea, the Mother of Sweden," "Queen of the Flowers," "Daughters of the North," "Midsummer" and many other similar floats were in line.

Of the unique features of the parade two stand out prominently. The first, given a place of honor just behind the chief marshal's staff, was an exact reproduc-

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tion of the " Monitor," John Ericcson's " Cheese box on a raft " which destroyed the Merrimac and changed the mode of naval warfare in the Civil War. The reproduction was a realistic one, even to the revolving steel turret and cannon which spat fire and imaginary shot every six seconds along the route.

The other was a reproduction of the Viking ship *Anno* which, tradition tells us, was the first to cross the Atlantic and find the eastern shore of this continent, back in the ninth century. Manned by stalwart specimens of humanity, each dressed in the garb and armor of the Vikings, the ship rolled and tossed along the street for all the world like a small boat buffeted about by the ocean waves.

The formal exercises of the day were held at the fair grounds of the Worcester Agricultural Society, where wide stretches of green turf made it possible to carry out the dances and games of old Sweden in the open. Everything was decked with the emblem of summer. May poles, flag poles and speakers' stands were transformed with evergreen and flowers, while the buildings were lavishly decorated with bunting and flags.

It was here that Ambassador Ekengren had opportunity to extend praise for the royal reception which was accorded him along the line of the procession and the ovation which 20,000 people gave him after he arrived at the fair grounds. Introduced by Karl G. Fredin, chairman of the Festival Committee, Ambassador Ekengren paid eloquent tribute to Worcester and its Swedish population. He not only recognized the impressive tribute which has been given the Royal House of Sweden through him, but declared that the Midsummer festival of Sweden, as carried through in Worcester, was the most elaborate he had ever seen on this side of the Atlantic Ocean.

AMBASSADOR W. A. F. EKENGREN

Vice-consul C. A. Rosenquist of Boston, also a guest of honor at the celebration, paid his tribute to the thoroughness which marked the Worcester festival.

Addressed by local officials, folk songs and national songs of Sweden by Swedish singing societies of Worcester which are noted throughout the country, and music by a combined band of 100 pieces, were given between the addresses. On the greensward there were the dances, games and drills, all typical of the old-fashioned festival in Sweden and which attracted the attention of thousands.

For those who preferred the more modern recreations there were yacht races on Indian Lake and athletic games on the race track.

By evening the throng had grown to 35,000 packing in and about the race course, where the great celebration was brought to a close with a magnificent display of fireworks which continued without interruption for two hours.

The months of planning and arduous labor which was a very necessary preliminary to a celebration of such magnitude was handled by a real working committee. Not one was without the necessary enthusiasm and progressive qualities to insure the success of the venture, and they were given unselfish support by citizens of all nationalities throughout the city.

The General Committee was made up of: Karl G. Fredin, A. E. Romberg, Carl Roslund, John F. Johnson, Wilhelm Forsberg, Charles Johnson, P. W. Blom, Rudolph Sundeen, Rev. John A. Eckstrom, Gustaf Berath and Mrs. Mathilda Anderson, George N. Jeppson, Hugo Erickson, Charles Johnson, John Carlson, Mrs. Amanda Person, Jons Nelson, John A. Gullberg, Carl E. Nelson, Hjalmar Hanson, Bertha Breitholtz, Victor Lourin, Axel Rosenlund, A. F. Johnson, Mrs. Jennie Lindstrom, A. P. Carlson, Carl J. Rolander, Mrs. Christian Swanstrom, Hjalmar Johnson and Mrs. Amanda L. Peterson.

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The Executive Committee had these members: Karl G. Fredin, Wilhelm Forsberg, Rudolph Sundeen, Carl B. Benson, C. A. Eckstrom, Hugo Erickson, Carl J. Rolander, Victor Rolander, Ernest Johnson, Mrs. Bertha Breitholtz and Marie Johnson.

The Parade Committee, composed of the marshal of each organization, had George N. Jeppson as chairman.

THE "MONITOR" AND HER CREW

The athletic events were arranged by Andrew Werme and William Backstrom.

Though arranged as a celebration in honor of Midsummer the festival might well be considered a crowning achievement by representatives of a nation whose first settler located in Worcester only 44 years ago.

The history of the Swedish people in Worcester is notable when the fact is taken into consideration that not until 1868 was there a single Swedish resident in the Heart of the Commonwealth and that the real emigration did not begin until 1880. The following bits of history, taken from "The Settlement, Growth and Progress of the Swedish People in Worcester," published by Thure Hanson, gives some idea of the wonderful advances which the Swedish-American population has made in the Heart of the Commonwealth:

"Notable as a race for their industry, thrift and inherent desire for advancement it was only natural that the Swedish people should have chosen Worcester, the 'Ideal Industrial City,' as offering many advantages for their progress and prosperity in a new world.

"The pioneer emigrants from far off Sweden, men of intelligence and sound judgment, were not long in discovering that here the circumstances and conditions were such as would appeal to their fellow men in the Fatherland and give them wider and greater opportunities to pursue in life's battle. The early settlers or pioneers succeeded in establishing themselves, and seeing the many opportunities presented for labor in the rapidly developing industries of Worcester, made known the facts to their kinsmen and friends in the old country. The result has been that, dating from 1868, the population of the Scandinavian people and descendants here is fully 30,000.

"Worcester has the largest Scandinavian population in ratio to its size of any city in America, and the third largest city for its size in any city in the world. The only cities surpassing Worcester in this regard are Stockholm and Gothenberg, Sweden.

"The real emigration wave to Worcester commenced in 1879-80, and by the close of 1880 there were fully 5000 Swedish people here. Their coming has been steady ever since and not a day passes without its quota of new arrivals. To-day the Scandinavian population of Worcester is about one-fifth of the whole, and no other race can show more evidence of thrift or are more in evidence in a representative way in the city's social, educational, industrial and religious life. They are arrayed for the most part on the side of temperance and all good causes, and while most of the voters cast their ballots in favor of the Republican party they are intelligent voters, not entirely partisan, and always seeking good men for office as well as right principles.

"Men of Swedish nativity, coming to America, are for the most part either attracted to agricultural or mechanical pursuits; hence we have the successful farmers of Maine and the Western states, and the intelligent, prosperous workingmen of Worcester and other New England cities. Here they are largely employed in the wire mills and machine shops, occupying all positions up through foremen and superintendents.

"In business the Swedish people generally are progressive, alert to modern methods and American ideas, and successful in their enterprises.

"Alert as the Swedish people have been in Worcester for their own personal advancement they have been particularly progressive along religious lines, and to-day are very strong in church organization and still growing in general society membership.

"The denominations chiefly represented are Lutheran, Baptist, Methodist and Congregational. The church societies number twelve and of this number nine have edifices of their own, for the most part spacious and

THE VIKINGS IN THE "ANNO"

modern in construction. In connection with all the church organizations are flourishing societies and clubs for the purpose of aiding or strengthening the church or forwarding various good causes.

"Giving the Swedish people of the present all due credit for their progress, well being and good standing in our city, we must predict that their offspring will do still more to achieve success."

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What It Means To Gather An Exhibition

Months of Preparation, Continuous Research Work, Correspondence and the Variety of Other Processes Necessary Before Pictures for the Annual Summer Exhibition at the Worcester Art Museum Are Ready for Presentation to the Public

By Margaret E. Sawtelle

IT IS a commonplace to say that no one realizes the work behind any given result until he has had some share in producing it. We all take things too much for granted. How many, for instance, stop to speculate as they hurry along over an asphalt sidewalk as to how and where the sand and tar of which it is composed were obtained? Or who considers as he boards an electric car how many complicated pieces of mechanism—air brakes, controllers, motors, etc., had to be designed and made; how numerous a band of conductors, motormen, dispatchers and higher officials must be organized; and how complete a schedule of cars and men devised, before the regular trips of that system of cars became possible?

If the manner of production of such practical things as sidewalks and electric cars is commonly ignored, it is not strange that a result like the Summer Exhibition at the Worcester Art Museum which bears far less obvious marks of toil should be taken entirely at its face value with no inquiry into the work which preceded it. And it is just because most of us do wander through a picture gallery with as happy a disregard of how the pictures got on the walls as if they were wild flowers growing in a meadow and because, too, most of us have a touch of that curiosity which enjoys "going behind the scenes" that the following account of the gathering of the Summer Exhibition has been written.

It may be a surprise to learn that many of the preliminary steps for this June display are taken in the preceding October. For in order that the director may make the collection fulfill the purpose of representing the best of current American art he must scour all the fall, winter and spring exhibitions here in the East. Not only the public exhibitions but private collections, art dealers' rooms and artists' studios must be visited, since the best or most typical example of an artist's work is desired in preference to one more recent but less fine; when one realizes that the same picture is never shown twice at these summer collections in Worcester it is seen that such a selection is not easy. Moreover, not only the quality of the painting but its size has, to a certain extent, to be borne in mind, for, as will be explained when the arrangement of the pictures is discussed, there must be some of a size to make proper centres, sub-centres and corners for the four walls of the gallery.

As soon as a desirable picture is discovered the director must ascertain the owner's name, and when the exhibition in which it appears is over must put in his word for it before anyone else snaps it up. "Word" is perhaps a rather mild term for a process which often involves locating an artist, consulting him for his permission, and winning the owner's consent, when each of these results may mean long argument and tactful dealings.

Approximately fifty pictures are needed for the "Show," but of course many more have to be negotiated for, as it frequently happens either because of difficulties of obtaining addresses or because of dilatoriness in reply or by reason of some of the thousand and one other common causes of delay, that a desired picture may hang in the balance up to the last week before the exhibition opens. Hence, not merely the director with his travels but his assistant with the resulting correspondence have adequate occupation for the fall and winter months.

Irving R. Wiles

Portrait of Florence Rossin
Lent by Adolph Lewissohn

In the spring begin the final stages. The agents of the different cities, New York, Boston, Philadelphia and Chicago, are notified of the pictures which are to be collected and sent on a date about three weeks previous to the time set for the opening of the exhibition. These agents receive from the Museum the exact title, name of artist, location and value of each picture; the insurance on each is determined; the agents collect the pictures, note the condition of frame and painting (in case of damage disputes) and have

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them boxed for shipping. This boxing, by the way, is a process of some time and care. If the canvas is protected by glass that has either to be removed and packed separately, or else covered by strong paper pasted over the inner surface so that if it be broken the pieces will remain together and not cut the canvas. As an instance of the efficacy of this method it may be noted that a picture so treated was inadvertently dropped some distance, landing flat on its face. Although the glass, a plate six by four feet, was shivered into a thousand pieces none of them broke through the paper, and the canvas beneath was intact.

On the arrival of the pictures in the museum a record, similar to that sent to the agent, is made for each picture, and a label pasted on the back inscribed with name, artist, etc., and *return* address. They are then ready for photographing, cataloguing and hanging. The photographs taken for the catalogue have to exceed the number actually to be used, for it is often impossible to tell how a given painting will appear when reproduced. Since red takes as black, and blue or violet as white or very light, while greens, yellow, etc., vary according to the amount of red or blue in their composition, it is usually necessary to employ a ray-screen, which gives the colors their proper value in black and white. Occasionally a very beautiful painting will be quite uninteresting in the photograph, and as the essential is to get something that will reproduce well the catalogue illustrations do not always represent the finest examples in the exhibition.

One of the Walls of the Exhibition

Meanwhile the catalogue list is being arranged. The numbers are assigned in the alphabetic order of the artists' names. The ideal method is to number in the order in which the pictures hang on the walls, but that necessitates making the catalogue out after the hanging is completed, and as the printing, binding, etc., require three weeks, the gallery would have to remain closed during that time; whereas by the other method the catalogue may be ready as soon as the pictures are hung.

The hanging of the pictures is the last, but far from the simplest part of the proceeding. It involves a careful planning and arrangement which remind one of the small boy's definition of salt as "what makes things taste bad if you don't put it in." The carelessly hung exhibition makes the spectator uncomfortable, while the more perfect the scheme the more unconscious one is of everything save the pictures themselves. In order that the whole may produce a harmonious architectural effect there are many things to consider. First a picture must be chosen as a suitable "centre" for each wall, then sub-centres and adequate corners. For these important positions large pictures or exceptionally strong ones are necessary. When they are chosen the remaining spaces are to be filled in such a way that the paintings shall all help and not hurt each other —so that a quiet canvas, for example, may not be deadened by too sudden contrast with a brilliant neighbor, and so that there will be a feeling of balance and harmony. To attain these results the coloring, subject, light and shade, etc., of a picture must be considered not only with reference to those adjacent to it but also in relation to the one in the corresponding place on the other side of the centre. As may be imagined this involves numberless shiftings before the actual hanging on the wall can be made permanent with wires and mathematically placed supports.

Thus, when the last screw has been placed, the last dust swept up and the catalogue received, so that the curtain may be drawn aside to admit the public, the pictures seen quietly hanging there represent the nine months' labor or cooperation of carpenters, photographers and printers, art dealers, private collectors and museum officials and the less easily computed service of the artists who painted them. The aim of our annual summer exhibition of paintings by contemporary American artists is at once simple and correspondingly difficult to realize. To summarize clearly by a choice collection of 50 or 70 canvases, the best and most representative things which our living painters are achieving is a task so hazardous that no other museum has ventured to engage upon it seriously. This expenditure of time and thought is however justified by the result, as may be seen from the following extract from an article by Mr. Philip Gentner in the July issue of the *Bulletin* of the Worcester Art Museum:

"That the exhibition of this year surpasses in quality and in interest those previously held is the unanimous verdict of our visitors. Their judgment accords in the main with that given by Mr. W. H. Downes, the well-known art critic of the *Boston Transcript*.*

"'No better exhibitions of pictures,' he says, 'are held in America than the summer shows at the Worcester Art Museum. Instead of growing larger from year to year the tendency of late in Worcester has been to reduce the number of exhibits and thus make the collection smaller and correspondingly choicer in quality. Whereas the two picture galleries were formerly filled by the pictures now one gallery suffices, and at that all the works find places on the line. There are but fifty-seven paintings in the Fifteenth Annual Exhibition, which is open from June 8 to September 15. The visitor does not have to look up the star attractions, as in some general exhibitions. It is an "all star cast."'"

*Mr. Downes's criticism may be found entire in the article referred to.

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Fourth National Conference on City Planning

Authorities and Experts from all Parts of the United States Assemble in Boston, Discuss Many Municipal Ills of Vital Interest to Worcester and Unite With This Board in the Condemnation of the Three-Decker and the Need of Broader Civic Education.

WHILE there was no radical departure from the general program of other years, the Fourth Annual Conference on City Planning, held in Boston on May 27, 28 and 29, served to place before the citizens stronger than ever before the need of immediate improvements for the civic betterment of the average American city and the education of the citizen to a point where, in making such improvements, he will be laying the ground floor plan for the city of 50 years hence.

The various sessions of the conference, held in the Boston public library and Boston City club, as well as the tours of inspection about Greater Boston, were largely attended. Architects, landscape artists and City officials from all parts of the country, were present, first to hear the addresses and discussions and then to be taken about in automobiles and view the various city planning projects, either completed or under way in Boston.

Practically every subject treated at the conference was of vital interest to Worcester: Housing and the abolition of the three-decker; education of the citizen in the true meaning of city planning; a better control and more judgement shown in the laying out of streets; and many other details of the same general schemes.

Right here it might be well to quote from the excellent address of Arnold W. Brunner, fellow of the American Institute of Architects of New York, given at the opening session of the conference, on the need of education.

"The first impression we must overcome," he said, "is that the city is to be turned over to a number of artists who intend in some vague way to make it beautiful. City planning means the rational treatment of a city to promote the convenience and health of its citizens. A city plan will not be ruinously expensive and plunge the city into debt. It simply means the exercise of such prudence and foresight as are necessary to get the success of any business enterprise.

"There is no doubt that the unregulated growth of a city is most wasteful, and that improvidence and lack of foresight are our pet forms of extravagance. An explanation of this appeals strongly to the public, who will also be interested to know how property values are increased by good planning, and, generally, that civic art is a real asset, not an imaginary one."

The above typifies remarks of many other equally prominent authorities, every one of them placing before the conference statement after statement to impress upon the audiences that by city planning, they mean the practical and not the Utopian ideas of the city beautiful.

Of particular interest to Worcester at this time, was the condemnation of the three-decker. In addition to the remarks of business men and architects, Mayor John F. Fitzgerald of Boston placed his disapproval on the houses, as far as Boston was concerned.

Another glaring fault of the average city—though happily it has recently been eradicated in Worcester—the haphazard laying out of private streets which later become public streets; was condemned.

The most forceful remarks on this subject came from Arthur A. Shurtleff when he said:

"Singularly enough at this day, when the need of trunk communication throughout the district is greatest, and at a time when the methods of securing co-ordination are best understood, we are least able to take advantage of the good thoroughfare work which has already been done so miraculously, and to head off the bad work which is creeping in.

"Our present problem is not so much to secure roads to fill the gaps between the cities and towns while correcting some of their imperfections, but it is rather to prevent individual land owners from clogging vacant lands with crooked roads, which by offsets, dead ends and by bad gradients tend effectually to block future thoroughfare development altogether."

Considerable attention was given by the experts toward the solution of the problem of so-called "Blighted districts"—districts in which land values after a period of increase are stationary or falling.

Mr. J. R. Coolidge, Jr., fellow of the American Society of Landscape Architects probably gave the most valued talk on this subject, in which he said:

"Independently of any improvement in approaches, a blighted area can be redeemed by judicious improvement at public expense, as by planting of trees and shrubbery in certain streets, resurfacing others, erecting well-designed public buildings on well-chosen sites, by creating or improving open spaces and squares, playgrounds and small parks—and by establishing civic centers with popular lectures and concerts.

"No city is well administered unless the whole of it is well administered. Where private capital halts and dreads the risk, and feels no responsibility for future conditions, public credit must be applied, and declining values, social and economic, must be supported until they can stand alone, for a city, unlike a business enterprise cannot liquidate; it cannot discard its unprofitable lines; it must grow; it must change, but it must not depreciate."

There were other addresses, equally as good, but space forbids more than a summary of the more important speakers, men who are recognized authorities on city planning.

Frederick Law Olmsted, Brookline, Lawson Purdy, president of the New York department of taxes and assessments; E. K. Morse, of the Pittsburgh city planning commission; Frank T. Williams of New York; D. R. Bartlett, chairman of the Los Angeles housing commission; and Herbert J. Kellaway of the Boston Chamber of Commerce city planning department.

The conference was marked with the same success which has characterized the other annual gatherings of the organization. The attendence was large, embracing every section of the United States, affording opportunity again for the experts to get together, outside of conference sessions, and informally discuss plans and exchange ideas of city planning, as it is being carried out in their respective localities.

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The Cure for the Three-Decker

A Very Real and Practical Solution Offered by a Banking House which Believes that the Health and Welfare of Its Customers are as much Its Concern as a Safe Return upon Its Mortgage Loans

AMONG the subjects in which the Worcester Board of Trade is particularly interested at the present time is a radical improvement in the housing conditions in this city. A Committee on Housing, of which our vice-president, Albert H. Inman, is chairman, and which includes in its membership, architects, builders, bankers and many other public-spirited citizens, has this matter in charge and is endeavoring to work out a plan which will effectually rid us of that nuisance in every American city, and menace to life and health—the modern three-decker.

Such action was an absolute necessity to check the advances of the three-decker. Unfortunately for the city, Worcester could not escape that scourge. Many other municipal ills, common with most cities, had passed Worcester unscathed.

Our insurance men have long recognized the danger to the city of Worcester from this aggregation of flimsy wooden structures and the following paper, read before the recent City planning conference in Boston by one of our leading bankers shows how another interest in this city, equally as important, is trying in a practical way to grapple with this very real problem in our industrial life. It is published here in the hope that it will not only encourage other banks in this city to take the same stand but may lead to similar action everywhere, not only by banks but by co-operative loan companies and by all those in a vital position to influence prospective home builders along sanitary and progressive lines:

" When your secretary was good enough to ask me to use five minutes of your time in explaining some of the measures that we have taken in Worcester to discourage the so-called " three-decker " house, I hesitated about doing it because our attempt was so mild in form and because the results have hardly been definite enough to be worth recording, but having assurance from him that whatever we had done might be of some interest, I am glad to have an opportunity to present it.

" Perhaps it might be well to define more definitely the type of house that we call a " three-decker." It is rectangular in shape, with a frontage of twenty-five or thirty feet and a depth of forty-five to sixty feet, built of wood, ordinarily of the most bare and plain style with either a tar and gravel roof, or a very low, pitched roof slated or shingled and containing three similar tenements one above the other.

" These houses, as the price of lumber and labor has gone up, have been built of cheaper and cheaper material and are usually built as close to one another as the law permits.

" It is this type against which we have been waging a very mild warfare.

" I am not sure as to the origin of the " three-decker " but from its prevalence in Worcester I suspect that we are the responsible parents; at any rate, I think that our city has suffered more than any other from its construction. No one, with an observing eye can fail to notice the tier upon tier of these monotonous, unattractive houses that rise on the hill sides, on either side of the railroad tracks, as one passes through the city.

" The Worcester County Institution for Savings, with which I am connected, is interested in Worcester real estate to the extent of $12,000,000 or more, of mortgages, and it has seemed to us that we were confronted with a real problem in the poor development of local housing conditions through the local preference for this type of house.

" Of course we recognized the fact that if these houses were not available as a basis for loans their construction would stop, but from numerous conferences with those who had money to loan on real estate mortgages, it became apparent that plenty of money could be found outside of the banks to finance these undertakings, and that it would be useless for any one lender of money on mortgages to try to stem the general tide, because nothing in the way of restraint would be accomplished and he would lose one of his most profitable sources of investment, a fact that we have to consider as much as the altruistic side of the matter.

" We finally decided that if something could be done to call the attention of the public to a better and more attractive type of construction this might act as a sort of counter-irritant and while encouraging the building of the cottage house, might discourage the building of the " three-decker."

" Worcester seems to be a particularly hopeful place for such an undertaking because of the fact that we have a very large permanent population of mechanics of the highest class who are the very type that enjoy the feeling of proprietorship and family privacy of a detached house of their own.

" With this in mind, we published the following advertisement which I may perhaps be permitted to read as it expresses our purpose as briefly as I have been able to do it.

" 'NOTICE TO HOME BUILDERS'

" ' For the benefit of those interested in owning their homes, the Worcester County Institution for Savings has made an extensive collection of elevations and plans of inexpensive, detached houses that should cost from $1500 to $3000 to build. Persons interested in building attractive, detached houses for homes for themselves and their families are invited to avail themselves of these plans at any time.

" ' While the Worcester County Institution for Savings is prepared to make mortgage loans at any time upon houses of the above description, it should be understood that the use of these plans implies no obligation whatever toward the institution. These plans have been collected and offered to the public for the sole purpose of encouraging better housing conditions, by which it is believed the whole community will benefit.

" 'Worcester County Institution for Savings
ALFRED L. AIKEN,
President.'

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"Before publishing this advertisement, we obtained through the advertising columns of such papers as *Country Life*, a large number of books of plans principally from architects in the middle west, and from books so obtained we selected those in which the elevations and plans and general type of construction seemed best suited to our local conditions; we then consulted with one or two reliable carpenters and small builders in regard to the costs of construction, for the costs that were attached to the plans were absurdly low in most cases, and got an approximate figure for the construction of a number of typical houses.

"We were very much surprised after our advertisement appeared, and it only appeared once in each of our three papers, to find the general interest that it aroused and for months afterward, there was hardly a day that from two or three to fifteen or twenty people did not come in to look over our elevations and plans.

"Perhaps twenty houses have been built practically from plans found in our files. We are sure of about this number; how many more have been suggested of course we are unable to tell, but a much more important result, to our minds, has been the fact that a very general interest has been aroused in cottage houses as against the tenement houses in our community.

"The newspapers both in Worcester and outside, took a considerable interest in the scheme and did everything that they could to further it, and a Home Building Company somewhat on the lines of Boston's most admirable Boston Dwelling House Company is now under consideration in Worcester.

"It would hardly be fair to close this statement without admitting that we put another advertisement in the papers this spring thinking that it would be well to continue the work; and the result, so far as people calling upon us for information, has been disappointing. Of course the element of novelty has disappeared and while we have calls every week from a number of people, undoubtedly these who were prompted by curiosity have had that satisfied and do not now come in.

"We recognized the fact that the greater the center of population, the greater the necessity of contracted housing space but we feel in a city like Worcester where land on the outskirts is comparatively cheap that the tenement house should be discouraged so far as practicable. The three-tenement house may be a necessity in some places but we do not believe it is for Worcester because there is plenty of land, plenty of air, and plenty of light, which can be obtained at a small cost and we are doing what we can to make these three available for the detached house.

"We look with somewhat envious eyes on the admirable work that is being undertaken in Boston by your Boston Dwelling House Company, and along similar lines in various other cities but of course this is out of our province. All that we have done has been to use our influence where opportunity arose in the actual course of our business to encourage better housing conditions in our own local community.

"It seems to us that the cottage house, where real estate conditions are akin to those existing in Worcester, is the ideal one for the man of moderate means for we believe that the establishment of the home for himself and his family because of its more attractive surroundings and because of its greater privacy, makes him a better citizen and makes for better physical, as well as social development of the city as a whole."

The 1912 Membership Campaign

With the 1500 mark as the goal for the year, the 1912 membership campaign of this Board was formally launched early in June.

Unlike campaigns of other years, all of which were of limited duration, this campaign is planned to be continued until November, when the first half of the fiscal year closes.

Realizing that the task of gathering in 400 new members in any given period is no easy one, Mr. J. Harvey Curtis, chairman of the committee on membership, very wisely called an early meeting of his committee, laid out his campaign and designated some of the live wires of the organization to be members of the squads which will canvass Worcester.

Mr. Burt W. Greenwood was picked to captain one squad, which he had immediately christened "The Blues." Mr. Hugo Fenchel was selected to captain the opposing squad, which he has called "The Reds."

The members of each squad, men who will go the rounds and demonstrate to non-members the factor this Board is in the community and its future possibilities with increased membership and funds are:

Blues—Burt W. Greenwood, captain; Charles H. Willoby, James F. Healy, Frank N. Ensworth, Austin A. Heath, Chandler Bullock, Edwin B. Little, Rev. John L. Sewall, H. Lennox Bray and Harry A. Adams.

Reds—Hugo Fenchel, captain; Claus E. Anderson, William H. Balcolm, W. Levi Bousquet, Julian F. Bigelow, William H. Toner, Walter L. Weeden, Henry P. Savory, Dana M. Dustan and Willard E. Freeland.

The work of bringing in new members is not confined to the members of the squads alone. Other members have come forward and offered their assistance in such a spirit that Chairman Curtis, Captain Greenwood and Captain Fenchel believe that they will reach the heights they attain and show a membership roll of 1500 on November 1.

The initial step in the campaign after organizing, came on June 10, at the public meeting in Horticultural hall where cards were distributed, appealing to both members and non-members.

The cards for members urged co-operation with the squads and sought pledges to bring in a certain number of new members.

For non-members the cards contained the following, with space at the bottom for the signature of the applicant:

"I am not now a member of the Worcester Board of Trade but I can see clearly, by identifying myself with the 1100 men who are, that I can secure a larger measure of protection, both for my life and property, than I can if I continue to stand alone.

"I am satisfied in these days of changing conditions, with so much radical legislation pending, calculated to vitally affect me, that I must unite with some force that is trying to curb it if I am going to preserve my business independence. I believe the Worcester Board of Trade to be such a force for good."

All in all, the campaign has had a vigorous beginning and with barrels of energy stored away for future use, the squad members have no fear of interest lagging, nor their work diminishing before November 1.

"Fifteen-hundred members" is the slogan. It will be heard ringing daily in all parts of the Heart of the Commonwealth, for the next five months.

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The Workingmen's Compensation Act

Interesting Debate, Under Auspices of this Board, by Representatives of the New Employers Insurance Association and Old Line Companies on the Merits of the Bill, Attracts 500 Worcester Employers of Labor, All Seeking Enlightenment on That Little Understood Piece of Legislation Which Became a Law on July 1st

THAT much talked, long debated, finally passed, but little understood piece of legislation designed to be of mutual benefit to employer and employee so far as costs of legislation and an equitable settlement of all damage suits are concerned, the Workingmen's Compensation Act; was threshed out under the auspices of this Board in Horticultural Hall on the night of June 10, before a representative group of Worcester manufacturers, business and professional men.

That Worcester business men were as much at sea as to the real intent and details of this new act which was drafted to become effective July 1, as their brothers in other cities and towns, was apparent by the attendance—over 500—and the fact that the speakers were given the undivided attention of every person in the hall.

The Committee on Insurance, which had charge of the meeting, was fortunate in securing two of the most able exponents of the bill from their respective standpoints, Prof. F. Spencer Baldwin, secretary of the Massachusetts Employers Insurance Association, a voluntary organization authorized by the Commonwealth under the act and Mr. Edson S. Lott of New York City, president of the United States Casualty Company.

That both speakers might be in a position to argue their sides of the question without restraint, the meeting resolved itself into a debate and the speakers were given free rein and as much time as they wanted to convince their audience.

The speakers, though at odds over the merits of this particular bill as passed by the General Court, agreed that a Workingmen's Compensation Act was both the most equitable and economical measure which could be enacted for the employer and employee. Prof. Baldwin insisted that the bill now a law, is the ideal one, while President Lott was equally as firm in contending that it was not, though he hoped, he added, that it would come up to expectations, be the happy solution to the problem and succeed, for he pointed out that there was enough business in Massachusetts for his own and similar companies to share with the Employers Insurance Association.

Of the many arguments advanced in favor of the new association, Prof. Baldwin lay stress on the point that the operation of the voluntary corporation, with no dividends to pay, no heavy salaries to face nor any extra incidental expenses, was going to make it possible to give the manufacturer the lowest possible rates. His opponent in answering this argument showed that it would be possible for the Casualty companies to quote lower rates—possibly at a loss—and still continue to do business, maintaining that manufacturers' liability insurance was but one of many departments operated by each company, though backed by the entire reserve fund of the organization.

Prof. Baldwin was allowed the privilege to be the first speaker, being introduced by Mr. Arthur C. Comins, chairman of the Committee on Insurance. He spoke at length on the reasons leading up to the passage of a Workingmen's Compensation Act and explaining the technical measure in detail. He spoke approximately 90 minutes, while his opponent was content to take not more than 30 minutes to answer the arguments.

Questions were asked the speaker at the conclusion of his talk. Among them was one to ascertain what proportion of $15,000 placed at the disposal of the directors of the association by the legislature, had been expended.

He answered by saying that $7000 had been expended in preliminary organization and in advent of the remainder being used the association was guaranteed a fund of $100,000 by the Legislature, available to be borrowed on interest bearing notes.

President Lott was brief in his summary of the new Massachusetts law. He conceded to his opponent the advantages of a Workingmen's Compensation Act and declared it to be something his company favored. He would not, however, admit the advantages claimed by his opponent under the present act.

In theory, President Lott pointed out, the explanation was an excellent one. But in practice—the speaker threw up his hands. Continuing President Lott said:

" Prof. Baldwin tells us that his company cannot help being a success—the personnel of the directorate composed of representatives of leading manufacturing concerns in your state; no high salaries to pay, etc; and an insurance rate fixed high enough to safeguard the company.

" I have the deepest regard for the public-spirited men who are connected with this association and I am not casting any reflections on them when I say that they have solved—in theory—problems which I have been unable to solve in 17 years' experience in the business. Then again, good insurance underwriters cost money. Good ones come high and this Association cannot expect to get the good men they have got to have on the average state official salary.

" One other point; my opponent has explained to you that under this association, a policy holder can be only held liable for assessments equal to the amount of his premium. The rates, he explained, are high enough to prevent any shortage.

" But who knows? The best men in the business have guessed wrong on risks and rates and they have been in the business many years, not weeks.

" If it is found that these rates are not high enough and the reserve funds are exhausted, then, I ask you, where does the balance come from?

" With us we have no such worry. Liability insurance is but one of many departments. We can afford to loose and not go out of business. Our other departments can make up the deficits. Back of all this are the entire resources of our company."

Before concluding his side of the argument President Lott sketched the history of similar measures in England and Germany and the difficulties encountered to make the laws work out in practice as they do in theory.

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Arthur M. Stone

Death Claims an Ex-President and one of the Original Group of Reconstructionists of the Board of Trade, one who was Long Active in the Affairs of this Organization, Promoting Every Measure of Good for the Advancement of Worcester.

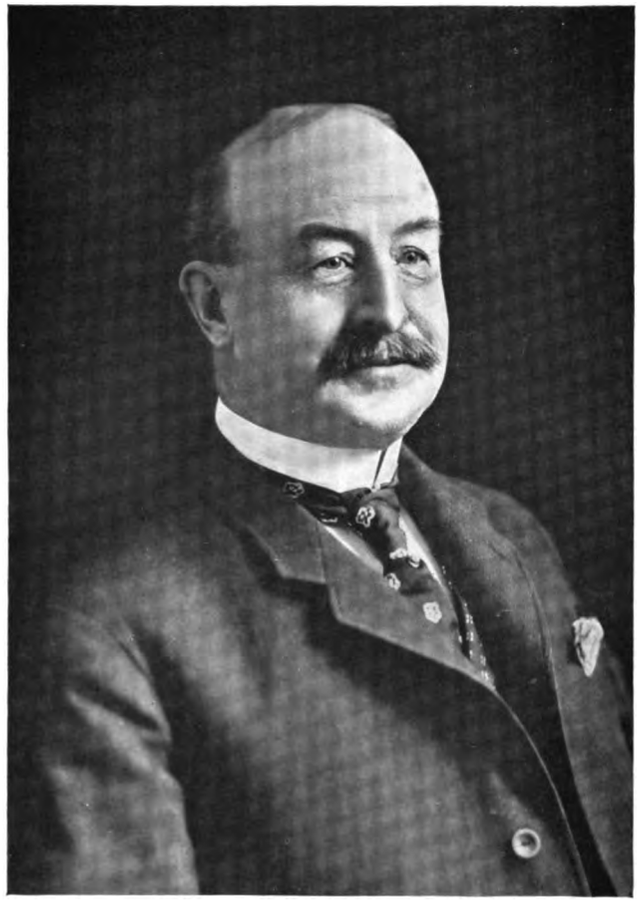
TO that group of public-spirited citizens who, twenty years ago, could forecast the industrial, educational and social pre-eminence of Worcester to-day, and did reconstruct this Board that it might be on a firmer foundation and have more liberal principles to enable it to play its important part in the development of the city, is due all the tribute and honor which this organization can give.

Individually these men were of the highest type of citizenship Worcester had produced. Each one had been successful in his business or profession, and had volunteered his training and natural business ability that the city as a whole might reap the benefits.

Collectively these men made a powerful machine of civic usefulness, a combination which focused on Worcester the eyes of New England in those early and trying days of the modern commercial organization.

True, Worcester had a Board of Trade for eighteen years prior to those reconstruction days. It had been a good organization in its field—such as they were in that period—but it had lain dormant for nearly a decade. It needed to be rejuvenated, to be inoculated with new blood and energy, and these men accomplished the task.

One of these reconstructionists has just passed on, a man who contributed more than a single individual's share of the allotted work which has since given the Board of Trade a proportionate share of its present prestige—Arthur M. Stone.



ARTHUR M. STONE

Mr. Stone was associated with the original group of workers, bending every effort that the organization might be reconstructed on real progressive lines. His ability to cope with the situation was recognized by his co-workers to such a degree that he was honored with election to the directorate eight years, beginning in 1891 and ending in 1899. Three years during this period, 1894, 1895 and 1896, he occupied the president's chair, a tenure of office equal to that of the first president of the reorganized Board, C. Henry Hutchins, and unequalled since that time.

But with his retirement as an executive, Mr. Stone did not let his interest wane. He continued his activities until he was assured that the organization was firmly planted. It was so with the other organizations with which he was affiliated. The same progressive spirit entered into, in a whole-hearted manner, characterized his activities in all of them.

His death on June 14 came so suddenly and unexpectedly that many friends could not realize that he was gone. Stricken with apoplexy while at a baseball game, his favorite recreation, he died less than twelve hours afterward at City Hospital.

Mr. Stone's career in the business world was typical of the man. Backed with a financial education as a banking employee, extending over a period of more than ten years, he was well fitted to enter the manufacturing field, with more than the average knowledge of mercantile affairs.

His first venture—The Goddard, Fay & Stone Co., shoe manufacturers—added to the fame of Worcester as a manufacturing community during the period of fifteen years he remained at its head.

He then extended his shoe manufacturing interests, organizing what is now the Isaac Prouty Shoe Company of Spencer, with a capitalization of $300,000.

In later years Mr. Stone was connected with the Crompton & Knowles Loom Works, where for five years he served as treasurer.

The Worcester & Boston Footwear Co., organized in 1908, was the last manufacturing enterprise to command his attention when he assumed the duties of president of the concern when it was established.

A Republican of the old school, firm in his convictions, Mr. Stone received early recognition from the voters of Ward 8, being elected to the City Council in 1884 and 1885, and honored with the presidency of the Common Council in the second year of his term.

His last public service was rendered in the Legislature, where for two years he represented the voters of his home ward, performing his work conscientiously, promoting every bit of legislation beneficial to Worcester and the Commonwealth at large, and keeping an ever watchful eye for measures which tended to reflect in any way on the Heart of the Commonwealth and its citizens.

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Editorial Reflections

Loss and Gain to Massachusetts

The ruling of the Interstate Commerce Commission that all-rail and lake-and-rail rates to Boston on all shipments for export, other than grain, can not be lower than to New York, and that import rates from Boston must not be lower than from New York, is a decisive victory for the State and port of New York. The decision also affected materially shipments between Philadelphia, Baltimore, Newport News and Norfolk to and from Buffalo, N. Y.

The commission decided that the differentials below the New York rate on grain for export from the three western points to Philadelphia and Baltimore " should not exceed two tenths of one per cent. per bushel on barley and oats, and three tenths of one per cent. on wheat, corn and rye." It was also held by the commission that the differentials below the New York rate on import traffic from Philadelphia and Baltimore to cities in the West taking part in the differentials should not be greater than in 1908. The commission does not recognize differential agreements as lawful and considers them as restraints of competition. The commission dismisses the claim of the port of Boston in the following words: " We find no justification for lower rates to and from Boston than to and from New York."

This means a very considerable loss to the port of Boston and to the State in general, because of the loss of the large amount of business that follows with the transportation of enormous quantities of merchandise through a given territory, and because of the loss of that somewhat intangible, but very great, volume of business that is distributed in the environment of a port city doing a heavy export and import business.

Fortunately, Massachusetts is soon to be in position to overcome the ill effects of this decision through the building of the " Grand Trunk " railway system in this State. This will give the port of Boston an opportunity to secure from the new system more favorable rates through a system of railways not under the jurisdiction of the Interstate Commission. It would seem logical that this line should give preferential rates to Boston in order to carry the freight over its lines that would under other conditions go to New York. The adding of this line of railway, running in great part through Canada, to the New England means of transportation is significant in more ways than one. This last decision of the Commerce Commission but serves to actuate the feeling that this body is gradually working out its theory of placing the transportation business of the country on a flat mileage basis, irrespective of the length of haul, and as the number of parties sending goods over short hauls is much greater than those sending freight over long hauls it is claimed that a great majority of shippers are unjustly discriminated against in favor of the minority sending merchandise over long distances. This fact seems to be one that we can not overlook, and it is possible that this majority will within a few years bring about the ruling that flat mileage rates are the only kind of rates justified by existing conditions.

This is one more instance of the decided advantage that may accrue to New England as the result of the incoming of the Grand Trunk Railway, as that road will be free to make rates over its own lines not in the jurisdiction of the commission, as may best serve its interests, and it can not be denied that under such conditions it could secure an enormous amount of business by adhering to the policy of through rates at a time that railways in this country were being put on a flat mileage basis. There is only one thing that could rob New England of this safeguard against the loss of its immense industrial business through excessive transportation charges brought about by the flat mileage rates, and that is the possibility of an international agreement between the United States and Canada by which it would be agreed that both countries so legislate as to make the flat mileage basis the only legal transportation charge. New England will still have an outlet over the Grand Trunk for its shipments to the West at reasonable rates, unless an international agreement of the kind mentioned is brought about, and New England will have to unite with the Canadian roads to prevent such legislation. In any case this but seems to be the beginning of our transportation troubles, and each day seems to add to the value of the new competition that is soon to be felt in the transportation circles of New England.

New York's $48,000,000 Toll Gate

It was conceded by William Sherer, manager of the New York Clearing House Association, at a sitting of the Federal Committee investigating the financial institutions of the country, that the immense power wielded by that Association over the banks of the country, and arbitrarily lodged in the hands of five men, should be placed under judicial regulation. It developed during Mr. Sherer's testimony that the destiny of practically every financial institution in New York was potentially at the mercy of any conclusion or decision that might be reached by the five men who composed the Clearing House Committee for the city of New York. It was acknowledged by Mr. Sherer that the Clearing Association by refusing to admit a bank to membership or by taking from a bank its membership could probably ruin that bank, no matter how solvent it might be, as the fact that the Association refused to recognize a bank would destroy public confidence in such an institution. This was illustrated later in the hearings, when it was brought out that some of the banks closed in the panic months of 1907 were afterwards found to be solvent.

However, it is in the testimony which followed that most interests outside of New York are concerned. The committee raised the question of a violation of the interstate commerce laws when it was brought out in the evidence that there was a system of taxing checks on out-of-town banks. It was very clearly demonstrated that the New York Clearing House institutions levied on the country a tribute of over $48,000,000 annually. This tax, which was first imposed by the Clearing House

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in 1899, amounts to one-quarter of one per cent. or one tenth of one per cent., according to the territory from which the check originates, and any bank charging a less amount is subject to expulsion from the Clearance Association after a second offense. It was also brought out that the expense charge for collecting checks in Boston was only seven cents for each thousand dollars as against $1 to $2.50 per thousand dollars in New York. It was also shown that certain banks get enough money from the collection of this charge on out-of-town checks to pay their dividends, and the National City bank, which does more of this collecting than any bank in the United States, pays a dividend of 40 per cent.

This means that since this system of collecting on out-of-town checks went into operation in 1899 the banks of the city of New York have collected from the business interests of the country the sum of $576,000,000, plus compound interest on that money from the date of its payment. As New England does more business with New York than any other section of the country the tribute levied on this section by the New York banks has been particularly obnoxious. No matter how this money is paid, either by the maker or the depositor of the check, or by the bank from which it issued, the result is the same—the business of New England has to stand the expense. It may come through higher loan rates, lower interest rates paid to depositors, or smaller profits to the local banks, yet the result is always the same—this section of the country loses the money and the New York banks wax fat on our disposition to pay them all they ask for.

It is somewhat startling to reflect that this $48,000,000 represents the earning capacity of $860,000,000 at 5 per cent. annually. Assuming that one-fifth of this amount is drawn from New England we find that something like $172,000,000 of our capital which might be profitably employed in our industries, is hard at work for the benefit of New York banks. It is doubtful if this country will tolerate such charges longer, now that the facts of the case have become public and there has come a general understanding of the uncalled-for toll on the commercial life of the nation exacted at the very gateway of our financial system.

Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., June 20, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	190	200
Worcester National Bank	210	220
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	215½	last sale
Boston & Maine common	96	last sale
Boston & Worcester Elec. common		9⅞
Boston & Worcester Elec. pfd	52	54
Fitchburg preferred	125	last sale
New England Inv. & Sec. pfd	95	96
New York, New Haven & Hartford	133¾	last sale
Norwich & Worcester pfd	208	212
Providence & Worcester	280	
Worcester, Nashua & Rochester	149	last sale
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	130	140
Graton & Knight Mfg. pfd	115	117
Norcross Bros. Co. pfd	100	101
Reed-Prentice common	70	85
Reed-Prentice pfd	101½	103
Royal Worcester Corset Co	200	
United States Envelope common	95	100
United States Envelope pfd	117	118
Worcester Gas Light	295	300
Worcester Electric Light	200	300
Wright Wire Company common	102	
Wright Wire Company pfd	108	112

BONDS.

Amer. Writing Paper 1st 5s	89¾	last sale
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½	basis
Crompton & Knowles deb. 6s	5%	basis
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1s 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Building Operations in May

	Cost May, 1912	Cost May, 1911	Per Cent. Gain	Per Cent. Loss
Atlanta	$784,324	$480,882	63	
Baltimore	830,502	1,104,195		24
Birmingham	386,340	376,640	3	
Buffalo	1,889,000	934,000	102	
Cedar Rapids	160,000	223,000		28
Chattanooga	93,640	175,720		46
Chicago	10,750,810	4,720,600	127	
Cleveland	2,014,207	1,701,634	18	
Columbus	507,122	437,191	15	
Dallas	310,923	379,973		18
Denver	586,000	565,150	4	
Des Moines	220,675	196,795	12	
Detroit	2,088,075	1,761,830	18	
Evansville	139,167	114,017	22	
Fort Wayne	304,815	213,260	42	
Grand Rapids	287,044	246,630	16	
Harrisburg	239,000	131,700	81	
Hartford	731,580	481,715	51	
Indianapolis	841,895	753,225	11	
Kansas City	1,446,705	1,032,338	40	
Little Rock	95,725	79,145	20	
Los Angeles	2,277,861	1,915,529	19	
Manchester	201,658	178,435	13	
Memphis	684,460	635,890	7	
Milwaukee	1,249,814	2,083,146		40
Minneapolis	955,260	1,994,925		52
Nashville	156,444	165,513		5
Newark	1,290,469	1,590,748		18
New Haven	463,021	621,621		25
New Orleans	342,617	365,613		6
New York	22,736,837	17,590,842	29	
Oklahoma City	103,115	380,475		72
Omaha	590,020	460,465	28	
Philadelphia	3,996,785	4,759,085		16
Pittsburg	1,171,709	1,148,660	2	
Portland	1,528,496	1,878,330		18
Rochester	1,183,967	1,070,648	10	
St. Paul	936,063	1,136,269		17
St. Louis	1,983,853	1,949,914	2	
Salt Lake City	413,250	218,900	88	
San Antonio	573,604	249,927	129	
San Francisco	2,229,423	1,925,847	15	
Scranton	157,594	144,355	9	
Spokane	144,190	323,235		55
Toledo	1,392,054	271,671	412	
Washington	1,599,380	1,494,055	7	
Wilkes Barre	158,208	320,630		50
Worcester	452,002	455,497		1
Total	$74,681,203	$61,439,865	21	

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, H. WARD BATES.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

Directors.

CHARLES PERKINS ADAMS, ARTHUR C. COMINS, FRANK S. FAY,
HARTLEY W. BARTLETT, J. HARVEY CURTIS, MARCUS L. FOSTER,
ERNEST P. BENNETT, DANIEL E. DENNY, S. FOSTER H. GOODWIN,
GUSTAF A. BERG, C. HERBERT DEFOSSE, ARTHUR R. HAVEN,
JOHN E. BRADLEY, FRANKLIN B. DURFEE, ALBERT H. INMAN,
EARLE BROWN, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARK N. SKERRETT,
EDWARD M. WOODWARD.

Executive Committee.

LOUIS H. BUCKLEY, MARCUS L. FOSTER,
DANIEL E. DENNY, ALBERT H. INMAN,
EDWARD M. WOODWARD, *ex-officio.*

Membership Committee.

J. HARVEY CURTIS, *Chairman.*

CLAUS E. ANDERSON, BURT W. GREENWOOD,
WILLIAM H. BALCOM, JAMES F. HEALY,
JULIAN F. BIGELOW, AUSTIN A. HEATH,
W. LEVI BOUSQUET, ARTHUR B. HOWE,
FRANK M. ENSWORTH, WILLIAM H. TONER,
HUGO FENCHEL, CHARLES H. WILLOBY.

Committee Chairmen.

Advisory: RUFUS B. FOWLER.
Agriculture: J. LEWIS ELLSWORTH.
Athletics: HARTLEY W. BARTLETT.
Banking: C. HERBERT DEFOSSE.
Banquet: ALBERT H. INMAN.
Building Laws: GUSTAF A. BERG.
Education: MARK N. SKERRETT.
Foreign Trade: ERNEST P. BENNETT.
Housing: ALBERT H. INMAN.
Insurance: ARTHUR C. COMINS.
Lake Quinsigamond: GEORGE F. BOOTH.
Legislation: DANIEL E. DENNY.
Manufactures: CHARLES H. NORTON.
Meetings and Receptions: HARRY A. MACGOWAN.
Membership: J. HARVEY CURTIS.
Mercantile Affairs: CHARLES PERKINS ADAMS.
Military Affairs: LOUIS H. BUCKLEY.
Municipal Affairs: EARLE BROWN.
New Enterprises: FRANKLIN B. DURFEE.
Peace and Arbitration: FRANK S. FAY.
Publication: FRANK S. FAY.
Public Health: S. FOSTER H. GOODWIN.
Statistics and Information: ARTHUR R. HAVEN.
Taxation: JOHN H. BRADLEY.
Transportation and Railroads: MARCUS L. FOSTER.
Washington Square Improvement: ARTHUR C. COMINS.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON
Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOSART.

June Directors' Meeting

Record Breaking Attendance of Directors who Consider and Act on a Mass of Matters, Including City Planning Projects.

At a meeting of the Directors of the Worcester Board of Trade, held on Thursday, June 13, at eight p.m., President Edward M. Woodward in the chair, the following Directors were present: Albert H. Inman, Arthur R. Haven, Hartley W. Bartlett, Franklin B. Durfee, C. Herbert DeFosse, Frank S. Fay, Arthur C. Comins, Mark N. Skerrett, J. Harvey Curtis, Louis H. Buckley, Daniel E. Denny, S. F. H. Goodwin, Ernest P. Bennett, Earle Brown. A quorum.

The records of the last meeting were read and approved.

The records of the several meetings of the Executive Committee were also read and approved.

The report of the Committee on Agriculture was accepted and its recommendations adopted. The specific recommendation with reference to police protection against fruit and vegetable thieves was referred back to the Committee for enforcement with power.

The report of the Committee on Legislation was read and accepted.

A communication from Albert C. Lorion, detailing his attendance upon the last meeting of the Executive Traffic Committee of the Eastern Commercial Organization in New York, Friday, May 3, was read, and Mr. Lorion was constituted by vote the representative from this Board to appear before the Interstate Commerce Commission at its hearing in Boston, July 1, on various charges against the Boston & Maine Railroad.

The report of the Committee on Municipal Affairs was submitted by the chairman, Earle Brown, and it was voted upon consideration of this report that the Board of Directors appoint the president, secretary and chairman of the Municipal Affairs Committee a special committee to present the report of the Municipal Affairs Committee to the city government on the proposed changes in city planning.

Communications from the Clinton Board of Trade with reference to the extension of the Worcester Consolidated Street Railroad Company from Clinton to Ayer, signed by Secretary H. T. Brockelman and J. B. O'Toole, were referred to the Committee on Railways and Transportation.

A report signed by the chairman of the Committee on Athletics, Mr. Hartley W. Bartlett, recommending that the Board of Trade should contribute at least $100 to the Safe and Sane Fourth of July, and also that the July or August number of the *Worcester Magazine* should be partially or mainly devoted to said celebration was read, and so much of the same as referred to the magazine was referred to the Publication Committee, and the recommendation as to the expenditure of money to the extent of $100 was referred to the Executive Committee.

It was voted to pay the bill of $25 owing by this Board as dues to the Massachusetts State Board of Trade, and that upon expiration of existing contract, October 1, 1912, that this Board do sever its connection with said State Board of Trade.

Mr. F. B. Durfee for a sub-committee of the Committee on New Enterprises presented the report of the Worcester Sand Lime Brick Company, and on motion of Mr. Skerrett the report was accepted and its recommendations adopted.

Mr. Durfee then brought up the George C. Moore project, as it is termed, a proposition to buy land and erect buildings to be donated to Mr. Moore, the whole being a plan originating by J. Clifford Moore of New York, and it was voted that Mr. J. Clifford Moore be invited to appear before this Board and state the facts, both orally and in writing, as to the sort of plan he is proposing in connection with this enterprise.

A communication from the Victor Shoe Machinery Company of 10 High Street, Boston, Mass., signed by Edwin Shivell was referred to the Committee on New Enterprises.

A communication from Mr. Clarence W. Hobbs, enclosing a communication from the European Bureau of Manufactures at Berlin, was referred to the Committee on Foreign Trade.

A communication from Alexander C. Wood, treasurer of the Mokonk International Arbitration Conference, acknowledging the receipt from Mr. Charles T. Tatman of $10 as a contribution from this Board to the funds of said conference, and it was voted that the secretary be instructed to reimburse Mr. Tatman for the expenditure of his money.

A communication from Mr. E. L. Ewing of Grand Rapids, Mich., expressing a willingness to come here after the first of September to take up the matter of the

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creation of a Traffic Bureau in connection with the work of this Board, was read and referred to the Committee on Transportation.

A communication from the president's office of the Chamber of Commerce of the United States of America, inviting this Board to join with the sixty other associations that have already identified themselves with the national chamber was read, and the secretary was advised to notify President Wheeler that the Board of Directors of the Worcester Board of Trade has under consideration the matter of joining the National Chamber of Commerce, and has laid the matter over until the next meeting, during which time it hopes that some present objections to the form of organization of the national body may be removed.

A communication from Alton E. Briggs, executive secretary of the Boston Fruit and Produce Exchange, enclosing a copy of the latest draft of the House of Representatives bill dealing with excess moisture in butter, was referred to the Committee on Public Health.

A communication and accompanying blank, suggested for adoption by the National Conventions of the political party, was forwarded to this Board by the Railway Business Association of 2 Rector Street, New York, and after being read by the secretary was laid on the table.

It was voted on motion of Mr. F. B. Durfee that this Board of Trade is profoundly grateful to Messrs. Edson S. Lott of New York, president of the U. S. Casulty Co., and to Mr. F. Spencer Baldwin of Boston, secretary of the Massachusetts Employees Insurance Association, for the very scholarly and illuminating addresses made by them before this Board on the subject of the Workingmen's Compensation Act.

It was voted on motion of Mr. Albert H. Inman that this Board do continue its membership in the Atlantic Deeper Waterways Association.

A communication from Rev. John L. Sewall, advocating the celebration in New England, in 1920, of the three hundredth anniversary of the landing of the Pilgrims at Plymouth Rock, was referred to the Committee on Statistics and Information.

A communication from the Boston Chamber of Commerce, attached to which was a copy of the complaint of the Eastern Commercial Organizations in the Colorado-Utah rate cases, so-called, was referred to the Committee on Transportation.

Voted that when we adjourn, we adjourn for one week. Adjourned.

Adjourned Directors' Meeting

Consolidated Street Railway to Co-operate with This Board to Effect Better Traffic Schedules—J. Clifford Moore Heard on Industrial Project

Adjourned meeting of the Directors held Thursday evening, June 20, at 8 o'clock. Present, Edward M. Woodward, president, who presided, Vice-President Albert H. Inman, Franklin B. Durfee, Arthur C. Comins, C. Herbert DeFosse, Arthur R. Haven, Earle Brown, J. Harvey Curtis, Hartley W. Bartlett, E. Foster H. Goodwin, Gustaf A. Berg, Mark N. Skerrett, a quorum.

Reading of the minutes of the last meeting omitted.

Henry C. Page of the Consolidated Street Railway made a statement as to the desire of that road to co-operate with the Board of Trade in changes in traffic schedules and after a lengthy discussion of the whole matter it was voted that the President should appoint a Committee of Three to take up with Mr. Page the consideration of the questions raised this evening with reference to the operation of our street railway for the purpose, if possible, of curing existing complaints and outlining a plan for greater efficiency in the management of both urban and suburban lines. The President appointed as this Committee, Messrs. Earle Brown, Marcus L. Foster and Frank S. Fay. It was voted on motion of Mr. Comins to notify the several directors of the appointment of this Committee and request them to forward to Messrs. Brown, Foster and Fay any specific complaints they may have as to present service, also suggestions as to proposed improvements in service. The discussion brought out the necessity for some additional legislation calculated to accelerate the movement of the full cars on the various lines, Mr. Page stating that the difficulty experienced in moving these cars on schedule had the effect of blocking the entire service. It was, on motion of Mr. DeFosse, voted that the matter of the passage of full-car law in order to obviate this difficulty be referred to our Committee on Legislation for investigation and report. It was the opinion of those present that not only ought the Worcester Consolidated Street Railway to approve legislation of this kind but the various street railway companies of the state ought also to welcome it.

Mr. J. Clifford Moore of New York was then introduced to make a statement as to the George C. Moore project which he is endeavoring to finance. He stated that Mr. Moore desired a factory 112 feet wide by 300 feet long and four acres of land. His proposition is to capitalize an Association which shall purchase a plot of 100 acres, donating the building and four acres to the George C. Moore Company and dividing the other 96 acres into house lots, stock to be sold to the company financing the enterprise at the rate of $1.00 a share, Mr. George C. Moore to have possession of the property as soon as the building is erected and to pay water, taxes and repairs on same, he to have absolute title in ten years, or sooner, if he has paid out in the meantime ten times the cost of land and buildings. At the conclusion of his statement Mr. Moore was assured of the very profound interest on the part of this Board in the retaining of the George C. Moore Company in this city and our desire to meet with the representatives of the company which is to furnish the land and erect the buildings.

It was voted that the President should appoint the eight delegates to which this Board is entitled as members of the Atlantic Deeper Waterways Association to the Convention to be held at New London, September 4, 5, 6.

In the matter of the appropriation of $100 by this Board to the Safe and Sane Fourth of July Fund, it was voted that the report of the Executive Committee declining to make such contribution be accepted.

It was also the sense of the meeting that a letter prepared by the Secretary to be sent to the various Directors soliciting individual contributions be not sent out.

Mr. J. Harvey Curtis, Chairman of the Committee on Membership, presented a report from that Committee containing two recommendations—one that the Board appropriate $100 to cover reasonable expenses during the campaign for new members and the other asking the Directors individually to pledge five new members before

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November 1st. The report was accepted and on motion it was voted to appropriate $100 to be expended by the Membership Committee in its work. On this vote Mr. Bartlett voted the negative.

A communication from the Boston Fruit and Produce Exchange, containing a copy of the latest draft of the House of Representatives Bill dealing with the subject of Excess Moisture in Butter, was referred to the Committee on Public Health.

A report from the Committee on Statistics and Information recommending that a special committee be appointed from this Board to consider the matter of a suitable celebration of the ter-centenary of New England was accepted and the recommendation of the Chairman that an amount not to exceed $25 for its use was adopted. The following committee was appointed to issue the initial call for the conference: Hon. James Logan, Dr. G. Stanley Hall, David H. Fanning, Prof. George H. Blakeslee, John L. Sewall.

It was voted to purchase a copy of the Foreign Currencies and Foreign Exchange Rates sent out by the Bankers Publishing Company, at the expense of $1.00.

A communication from Frank H. Coyne of 60 State Street, Boston, Mass., calling the attention of this Board to a portable machine shop so-called, which he desires to finance in Worcester, was referred to the Committee on New Enterprises.

A communication from Edwin Shivell, 10 High Street, Boston, Mass., with reference to the Victor Shoe Machinery Company was referred to the same Committee.

A communication from the University of New Mexico, signed by Mr. E. McQueen Gray, President, on the subject of the Spanish Language, was referred to the Committee on Education.

A communication from the Clinton Board of Trade with reference to the proposed street railway from Clinton to Ayer was referred to the Committee on Transportation.

A communication from R. Wohlfarth, General Manager of the European Bureau of American Manufactures at Berlin, was referred to the Committee on Foreign Trade.

On motion it was voted that an amount not exceeding $50 shall be appropriated for the further use of the Washington Square Committee.

It was moved that when we adjourn we adjourn subject to the call of the Chair.

Adjourned.

Industry Versus Militarism

It is a fact worthy of notice that the national debts of the industrial nations are continually diminishing and that the national debts of the militarist nations show unprecedented increases. The decrease in military and naval activity in the British Empire has enabled that empire to reduce the national debt by some $346,000,000 in the last seven years. France by a similar curtailment has cut down its debt by some $92,000,000 in the same number of years. The United States debt has been reduced about $78,000,000 in seven years, exclusive of the Panama issues of $134,000,000. Germany in the same period of time has added $431,000,000 to its debt and Austria $566,000,000. Italy had reduced its debt by $44,000,000 but the war in Tripoli has completely wiped this out and added up to date about $15,000,000. Russia has increased its debt by $1,018,000,000 in the same seven years.

Leaving out of consideration Italy, the three Industrial nations mentioned in this article have, in seven years, made an actual gain in financial advance of more than $2,531,000,000 over the three militarist nations of which mention is made. That such a stupendous economy has resulted to these three nations in so short a time is argument enough in favor of industrial progress as against military activity. There can be no doubt that the real struggle of the next half century will be between industrialism, and the people's will in the United States, England and France; and on the other side, militarism in Germany, Russia and Asutria. They do not seem to realize that the ambition for armaments will within a short time wear out the credit and resources of the others of the military group of nations.

The nations seeking to reduce armament expense to a minimum are decreasing their national debts with the prospect of lightening the burden of taxation very materially. The beneficient result of such reductions is shown clearly in the fact that the United States not having made a bond issue since the Spanish war, was able to sell the Panama canal bonds at prices which make the credit of the United States higher than that of any other nation, and England and France rank other European countries in national credit.

If it be true that nations are to fight the wars of the future on the basis of national resources and high credit we can reach no other conclusion but the one that leads to the belief that such nations as are now reducing national debt are to be the only ones capable of providing the sinews of war when there is need. Other nations who are now placing a heavy burden of taxation on this and succeeding generations as the result of excessive, and never used armament, seem to be following a road that leads to a continued increase of national debt and the consequent increase of the burden of taxation, already heavy almost beyond bearing, now carried by already grumbling people. On the other hand the nations not having great expense for armament are spending much more money for the development of the internal affairs and resources of the nation, usually in such a manner that each and every tax payer derives direct benefit from the expenditure. On the one hand armament expense soon reaches the home of obsolete things—on the other hand development of the commerce and resources of a nation becomes a permanent public asset.

School for Industrial Art

Worcester's Industrial Trade Schools, recognized among the most prominent in this country, struck a universal and long needed necessity for the education of the young person of mechanical bent of mind.

Now comes action toward the instituting of a National School of Industrial Art.

At the annual meeting of the American Federation of Arts, in Washington, at which the Worcester Art Museum was represented by Miss Elizabeth M. Gardiner, resolutions were adopted relative to the establishment of such a school and it was decided to urge action by Congress on the matter.

The plan for this school includes Federal support, through a national headquarters, to local schools in different sections of the country, that are duly incorporated for the furtherance of industrial art education relating to the arts and crafts, the home industries, and the technical art products of a community.

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Current Events

General

June 4. Seventh annual state convention of Companions of the Forest of America opens in Red Men's hall.

6. Rev. H. E. W. Fosbroke of Episcopal Theological School faculty, Cambridge, called as rector of All Saints' church.

Past noble grands of Massachusetts I. O. O. F. have annual meeting at Odd Fellows' Home.

10. Members of St. Luke's church organize a mission and elect H. Arthur Scott, warden.

Sixth annual convention of Massachusetts F. O. E. convenes in Eagle hall.

Third annual outing of Worcester Railroad and Steamship Agents association at Edgemere, with many Boston and New York guests present.

Fifty members of Trade Extension committee of Boston Chamber of Commerce entertained by Merchants Association.

Graduation exercises at Highland Military Academy.

Sixth annual banquet of Worcester Bookkeepers' Association.

11. "As You Like It" given by Wellesley College girls in open on the Steeplechase, Moore avenue, before large crowd.

12. Worcester citizens pledge $350 to send Harlan W. Holden to Olympic games to represent this city.

13. Class of 77 students graduated from Worcester Polytechnic institute.

Worcester Academy sends out 45 students in graduating class.

13. United Order of Commercial Travelers begin three days' convention.

18. Tenth annual Commencement of Clark University and College with Dr. Lyman Abbott as principal speaker.

22. Midsummer festival participated in by 25,000 Swedish people.

27. President George T. Dewey and Vice-president W. S. B. Hopkins of the Boys' Club retire after 19 years' service.

28. Graduation exercises and 25th Anniversary of Becker's Business College in Mechanics hall attended by 1500 people.

City Affairs

June 3. Aldermen give hearing on petition to create fifth precinct in Ward 1.

Committee on streets, making few changes, ratify list of 169 streets, which are recommended to be given other names.

4. Mayor O'Connell submits message to school committee in opposition to further use of portable schoolhouses.

School Committee votes to increase salaries of teachers up to and including 8th grade, $50 a year, to begin September 1.

George F. Booth consents to request of the Mayor to serve as chairman of the playground commission for another year.

Worcester's Safe and Sane July 4 committee has first meeting in City hall and considers plans for observance of the holiday.

5. Spring inspection of reservoirs attended by 70 city officials and guests.

Forty members of Boston society of Civil Engineers inspect city purification works.

Deputy chief of police Amos Atkinson, 43 years in the police department, applies for retirement under pension law.

7. Committee on streets of Board of Aldermen recommends the taking of Kumen property to enlarge Vernon square.

Finance Committee recommends appropriation of $1200 for shower baths at Meade street school.

10. Aldermen take action to have old patrolmen pensioned before July 1.

Providence & Worcester Street Railway Co. ordered to deposit $10,000 in cash instead of bond to guarantee completion of one half construction work in Worcester before January 7, 1914.

Orders for incinerator, $15,000 loan for schools and shower baths for Meade street school defeated by City Council.

City Council votes $2500 for Safe and Sane July 4 celebration..

Sergt. Thomas McMurray confirmed by Aldermen as deputy chief of police, succeeding Amos Atkinson, resigned.

18. Aldermen and Chief of police David A. Matthews have conference relative to pensioning veteran patrolmen.

20. Committee on finance recommends order for $130,000 loan for tuberculosis hospital.

24. Lieut. M. J. Walsh of Police department retires on pension.

Changes in names of 160 streets adopted by the Board of Aldermen.

City Council appropriates $35,000 as share towards addition to Trade school, to equal $25,000 fund of Milton P. Higgins and $10,000 to be raised by trustees.

City Council appropriates $12,000 to buy land on Albany street and erect incinerating plant.

27. Citizens at Lake View plan to ask City Council to build bath house for men at Lake Park.

Annual inspection of fire department by Members of City Council.

Members of City Council and School Committee get together at dinner and discuss school accommodations.

28. Prof. Charles B. Breed speaks before abutting property owners and shippers in Board of Trade hall in plans for the abolition of Northern grade crossings.

Worcester Trade Schools close term with joint picinic at Hadwen park.

Industrial

June 4. New England Telephone & Telegraph Co., buys strip of land adjoining present building on Mechanic street for site of proposed addition to the structure.

6. Semi-annual inspection of plants of American Steel & Wire Co., by officers and directors.

12. Frank A. Dewey elected president of Massachusetts Bankers association and Massachusetts vice-president of the American Bankers association.

12. Flagg Bros. buy Franklin hotel block on Main street; assessed value nearly $100,000.

14. Besse-Bryant Co., buys Sumner block, 24 Front street; assessed value, $98,400.

17. Directors of Bancroft Hotel vote to increase heigl.t of proposed structure to 10 stories, making room for 75 additional rooms.

20. Class of 68 graduated from Holy Cross college.

22. Department Heads of American Steel & Wire Co., have annual outing at Edgemere.

24. J. W. Bishop Co., awarded contract for $130,000 auditorium at Vassar College.

Hon. James Logan presented with Cathedral clock at quarterly meeting of managers and assistant managers of United States Envelope Co.

26. General agents of State Mutual Agency Association open two days' conference.

27. Annual outing of Metal Trades Association at Washacum park brings out largest attendence in history of association.

Contract to build the Bancroft hotel, awarded to George Baker Long, Chattanooga, Tenn., at a price of $525,000.

28. Plans announced for $30,000 summer home for M. J. Whittall to be built in Shrewsbury.

29. Annual outing of Norcross Bros. Co., employees at Rocky Point, R. I.

Fire causes loss of about $50,000 at plant of Rice, Barton & Fales.

Necrology

June 2. Of heart disease, at his home, 103 Providence street, David Boland, former captain of Hose 2, aged 67 years.

5. Of heart disease, at his home in Nahant, Rev. Charles McLellen Southgate, first pastor of Pilgrim church, aged 72 years.

8. Of pneumonia, at City hospital, Charles F. Mann, many years trustee of the Institution, aged 63 years, 4 months and 13 days.

8. Of Bright's disease, at his home, 15 Charlton street, Robert Kessell, widely known hotel proprietor, aged 58 years.

13. Of toxemia, at Memorial hospital, Mrs. Ella Kerr (McCullagh) Baker, widely known young woman, aged 28 years, and 8 days.

14. Of cerebral hemorrhage, at city hospital, Arthur M. Stone, manufacturer and banker, aged 67 years, 7 months and 14 days.

Of heart disease, at Warner, N. H., Clarence F. Carroll, former superintendent of Worcester schools, aged 53 years.

16. Of heart disease, at Indian Lake, Henry W. Coren, foreman at the Norton Company, aged 60 years.

24. Of heart disease, at his home, 24 Townsend street, William H. Damon, foreman at Purification Works, aged 70 years, 4 months and 14 days.

26. Of intestinal trouble, in Seattle, Wash., Richard T. Laffin, foreman, general manager of Worcester Consolidated Street Railway system, aged 50 years and 30 days.

29. Of acute indigestion at his home, 9 Coburn avenue, John B. Lucier, widely known ticket agent, aged 75 years.

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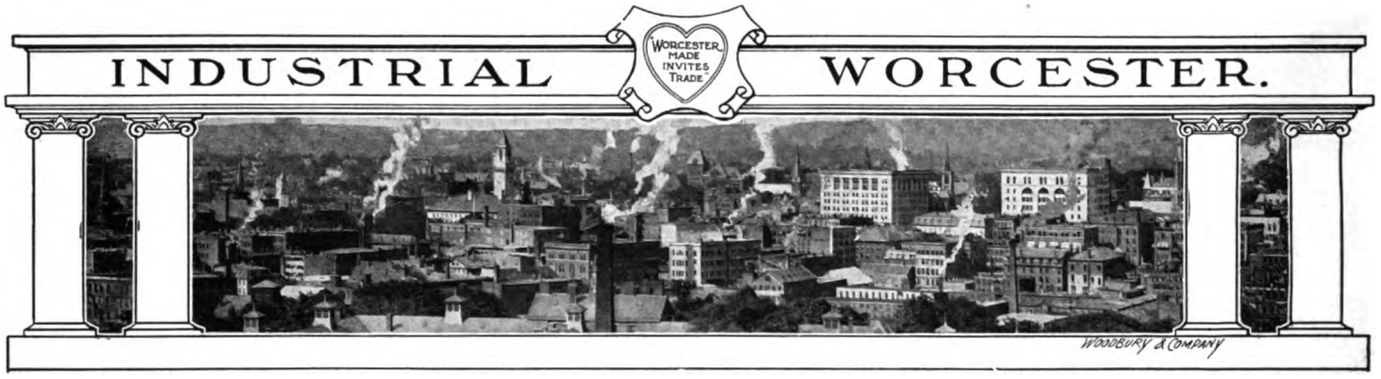


Monstrous Operating Car House of Consolidated

With a substantial addition to the Gates Lane car barn, the Worcester Consolidated Street Railway Co., now possesses one of the largest operating car houses in the United States.

The completion of the addition relieved the congested condition of other car barns, thus giving the Consolidated, in its mechanical department, the largest facilities for rolling stock maintenance available on any of the lines of the system of the New England Investment and Security Co.

A total of 200 cars can be comfortably stored away in the enlarged Gates Lane car barn without interfering with the other maintenance departments which are carried on at that end of the Consolidated system.

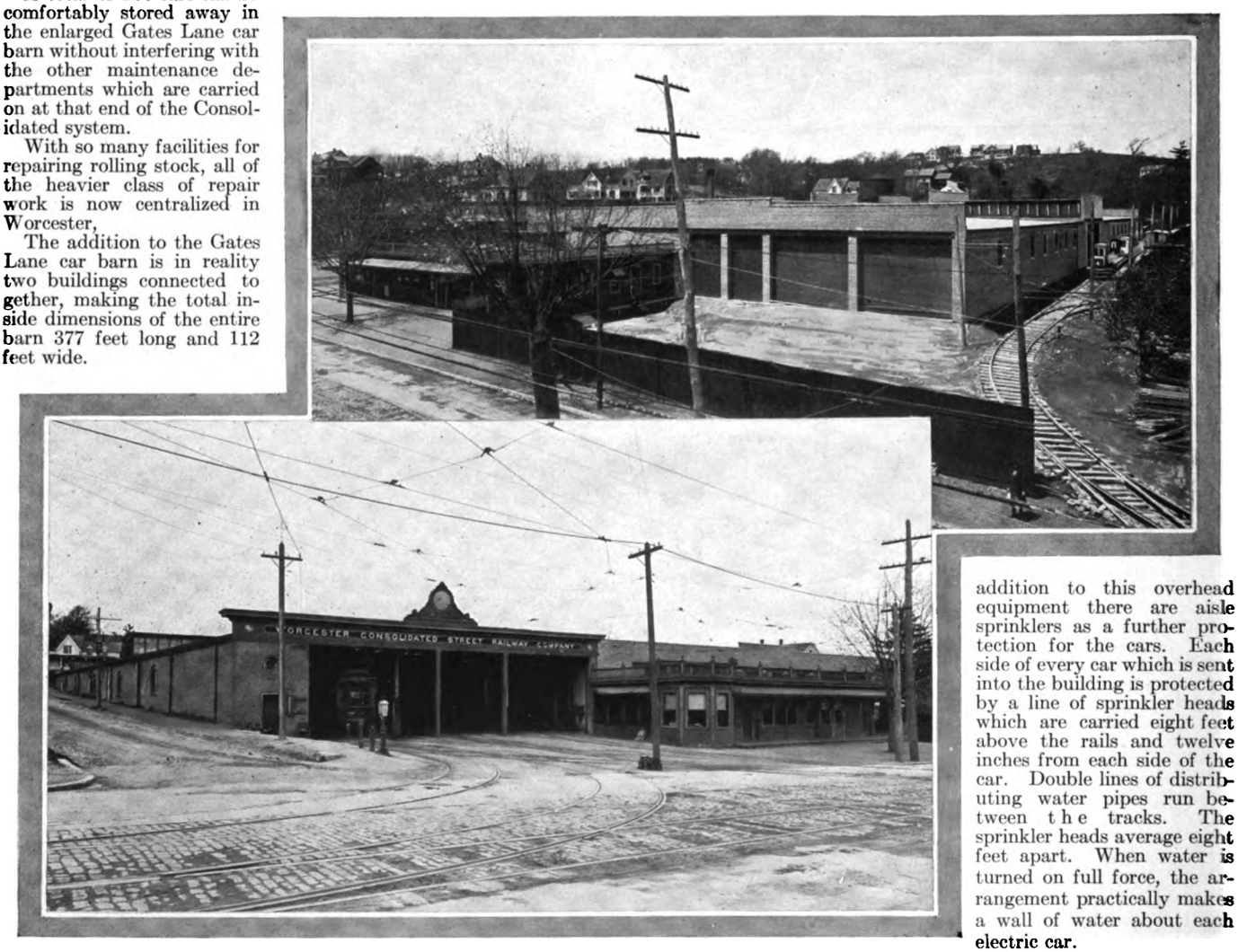
With so many facilities for repairing rolling stock, all of the heavier class of repair work is now centralized in Worcester,

The addition to the Gates Lane car barn is in reality two buildings connected together, making the total inside dimensions of the entire barn 377 feet long and 112 feet wide.

One of the buildings connects with the original car barn by means of a fire door. The other has means of access through the north side and is reached by tracks laid from Main Street, parallel with the east side of the building.

The addition is of brick, one story high and is made as near fire proof as possible.

Rockwood sprinklers, operated on the high service pressure water system of the city, penetrate to every part of the building. In addition to this overhead equipment there are aisle sprinklers as a further protection for the cars. Each side of every car which is sent into the building is protected by a line of sprinkler heads which are carried eight feet above the rails and twelve inches from each side of the car. Double lines of distributing water pipes run between the tracks. The sprinkler heads average eight feet apart. When water is turned on full force, the arrangement practically makes a wall of water about each electric car.



FRONT AND SIDE VIEWS OF ENLARGED CAR BARN

In addition to this elaborate

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sprinkler system the building is provided with fire hose and chemical extinguishers, arranged where they are easy to reach in case of emergency and located where they are likely to do the most effective work.

The rule of the Consolidated to have all workshops and buildings swept at least twice daily is rigidly carried out at the Gates Lane barn.

Five lines of tracks extend the length of the two sub-divisions of the general addition made to the building.

Transfer tables, onto which electric cars can be switched from the tracks which enter the building from Main Street, are used to distribute the cars about the barn. They are driven by electricity and are easily operated.

The work done at the Gates Lane car barn covers the inspection, replacement of electrical parts, small body fittings and register rods and light repairs on brake rods and trucks. When any heavier repairs are required the cars are transferred to the Market Street car barn.

A blacksmith shop is arranged in one part of the old barn, equipped with a circular saw, air compressor and engine lathe, all electrically driven. A sub-storeroom adjoins this part of the building where lighter supplies are constantly carried in stock.

The department is also provided with thoroughly up-to-date pit equipment which includes a 3000-pound hand hoist with an eight-inch boom.

The bulk of the repair work done at the Gates Lane barn comes after nightfall, though a small corps of employees are kept on the job during the day. The records show an average of about seven cars thoroughly overhauled during the day.

The night crews confine the greater part of their inspection to the investigation of brake conditions and armature clearance. Rigid tests are employed so that when the cars are transferred into the new addition, to remain in storage until the following day, it is absolutely certain that they conform with all legal and moral laws relative to safety of passengers.

If cars are found to need heavy improvements they are sent to another section of the barn where they are temporarily stored, until it is convenient to have them taken to Market street car barn.

The expansion of the Consolidated during the past three years together with the absorbing of all suburban lines are responsible for the Gates Lane addition.

The lines of the Consolidated to-day represent about 250 miles of track.

Some idea of the daily task of Master Mechanic Angus J. MacPherson may be obtained from the fact that about 650 cars are maintained in the Worcester routine service.

On the Worcester system proper there are 561 open and closed passenger cars. These include 47 single truck and 207 double truck closed cars and 141 single truck and 166 double truck open cars. There are, in addition 9 double truck express cars, 7 line cars, 18 work cars, 1 parlor car, 6 sand cars, 41 snow plows, 3 sweepers, 1 wrecker, 1 advertising car and 2 electric locomotives.

First Government Contract

The Building Finish Co., is at work on its first government post-office contract, a proposition which will involve the payment of $51,000 on part of the government to the Worcester concern.

The equipment is for the interior of the Bath, Me., post-office and custom house and is to be delivered and in place July 1.

Malcom M. Smith, manager of the company is in charge of the work, making frequent trips to Bath to look after details.

The contract includes counters, frame work for screens, tables, door and window frames and wainscoting. Panel pieces to go over the doors of each department are ornamented, all of the carving being done in the Worcester factory of the company.

Incorporates and Expands

The Quinsigamond Pressed Steel & Tool Co., 36 Whipple street, was incorporated early in May with a capitalization stock of $25,000.

Following incorporation, the company secured new and larger quarters on the first floor of the Morgan Motor Truck Co., building at 677 Cambridge street where the business will be increased.

Henry F. Larava and William A. Dean, who have conducted the business as a partnership for two years remain in charge of the incorporated company.

Moves to Worcester

The Standard Plunger Elevator Co. has moved a part of its executive office at 115 Broadway, New York, to Worcester, where it has been consolidated in the manufacturing department.

Among the departments brought to Worcester are the estimate and engineering departments. More of the bookkeeping will also be done in this city.

The offices of the treasurer and auditor and sales department will remain in New York.

Made a Vice-president

To a former member and active worker in this Board has come recognition of his worth as an executive and practical official.

Edward G. Connette, formerly general manager of the Worcester Consolidated Street Railway Co., and later transportation engineer of the Public Service Corporation of New York City is the favored one. He has been elected vice-president of the operating companies of the International Railway Co., in Buffalo, Niagara Falls and Lockport and all interurban lines connecting those cities, where he will have entire charge of the traffic development.

EDWARD G. CONNETTE

Concerning the ability of Mr. Connette to handle the exacting work which has been turned over to him President Thomas Penney of the International Railway Co., in a statement given out recently, pays him this tribute:

"The railroad properties and the citizens of these communities are fortunate in being able to secure the services of a man of such wide experience and demonstrated ability as Mr. Connette.

"The development of traffic in this large and growing city of Buffalo, as well as of the adjacent cities of Niagara Falls and Lockport, and the interurban lines connecing the same, constantly presents very many important problems requiring broad experience and expert knowledge to solve, and it was, therefore, after giving the matter careful consideration that the officials of these properties, desiring to continue the policy of improvement and advancement, and endeavoring in the best manner to serve the community, concluded that it was advisable and necessary to procure the very best talent obtainable, and they have found a man who will ably assist the president in solving the problems attendant upon the situation."

One Million Wheels

Some idea of the enormous number of grinding wheels kept in stock by the Norton Company can be obtained from the following extract of the current number of *Grits and Grinds:*

"One of the most interesting departments in the Norton plant is the stock room. The visitor seldom fully realizes just what this large stock room means to the users of Norton grinding wheels, and the Norton customer doubtless does not fully realize its value to him.

"Over 1,000,000 wheels are carried in stock here. There are over 3000 grains, grades and sizes of wheels. Large numbers of what might be termed standard sizes, shapes and grades—that is, wheels used on well known grinding machines, such as Brown & Sharpe, Landis, Norton and others, and which are used to a large extent—are carried in stock at all times. There are about 350 special shapes of the common grains and grades.

"To accommodate the million wheels on hand requires about 16,000 square feet of floor space and 40,000 running feet of rack room. If it were possible to build a pyramid of wheels with one 60 inches in diameter by 6 inches thick wheel as a base, topping the pile with one, two and five-thirty-seconds of an inch in diameter by one-thirty-second of an inch thick, the man placing the last one would need a ladder eight miles in length to accomplish the feat.

"If a man were to start at one end of the Norton Company's stock room and walk through all the aisles between the racks provided for the storage of wheels he would cover a distance of one and one-half miles before completing his journey.

To Double Size of Plant

The Worcester Machine Screw Co. is to erect a large factory building on Beacon street, north of the present factory of the concern and when completed the addition will practically double the size of the plant.

The new building is to be three stories high, of brick mill construction. It will have a frontage of 62 feet on Beacon street and a depth of 150 feet.

Contractor Edward D. Ward has been awarded the contract to build the addition, and work on the foundation was started early in June.

It is expected that the addition will be finished and ready for occupancy about September 1.

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New Home for Critchley Machine Screw Company

The Critchley Machine Screw Co. is now settled in its new factory building, off Armory Street, where with increased facilities for turning out its products it is forging rapidly ahead.

Still it is apparent that it is only a question of a short time when additional factory room will have to be acquired. The new plant is being occupied in its entirety and the concern is just now obliged to operate at least three nights a week, to keep pace with the orders which are coming in.

Probably no industry in Worcester has had the rapid growth which has characterized the Critchley Machine Screw Co. The business was established in September, 1906, by J. Verner Critchley in a small room at 25 Union Street, where with four single screw spindle automatic machines the first products of the concern were turned out.

The products found a ready market from the start, and in 1910 it became necessary to lease the basement of the building to provide additional factory room. More machinery was installed and the volume of business steadily grew.

In January, 1911, the entire screw department of the J. L. Parker Co. was bought and additional quarters were rented at 62 Jackson Street. This gave the company two distinct factory buildings in somewhat widely separated localities.

The situation was realized at once as not being conductive toward the most economical and effective management. Consequently the concern began to plan for a group of factory buildings, owned outright by the company and located convenient to the railroad.

The present site was decided on as the best located and suited for the proposed extension, and in September, 1911, deeds were drawn up and papers passed conveying 60,000 square feet of land to the company off Armory Street. The land abuts the Worcester & Norwich division railroad tracks, thereby affording the concern an excellent location for side tracks which have been laid and which run directly to the factory building.

Plans were drawn for a factory building 60 by 154 feet, two stories high, so arranged that two additional stories could be added without seriously disturbing the present building.

Work on the foundation was begun early in the fall of 1911 and the construction of the building followed without delay, so that the concern was in a position to remove into its new home early in 1912. All the details of the change in location have been completed and the entire business of the company is now being transacted in the new factory.

The factory is built on a concrete foundation. It has reinforced concrete columns with heavy steel girders.

The first floor goes six feet below ground, but the rooms are unusually high studded, it being nearly 14 feet from the floor to the ceiling of the first story. This provides for windows 5 feet high by 7 feet and 3 inches wide. Only 24 inches of wall separates each window, giving a maximum of natural light. This principle has been carried out in the second story as well. Prismatic glass is used which further enhances the lighting facilities and refracts the light to the centre spaces.

On the second story the windows are 9 feet high by 7 feet and 3 inches wide, all enclosed in steel frames.

The floors are of four-inch planks over which are laid hard maple flooring.

All of the factory walls and columns, for a distance of 6 feet from the floor, are painted a dark green with water white paint above. The effect is not only restful to the eyes but also prevents smudges and dirt from being too noticeable, as it is impossible to prevent such blotches from accruing in the character of work done by the Critchley Machine Screw Co.

Particular attention was given to the arrangement and finishing of the office suite. Southern pine, in its natural color, constitutes the finish, set off with rich oak office desks and fixtures of the most approved sanitary type. The arrangement of windows, on three sides of the suite, floods the offices with natural light and enables the clerical force to work among the most pleasant surroundings.

Mr. Critchley's private office extends from the general office. It is finished in the same general color scheme and is equipped with the same style sanitary desks and fixtures. An entrance extends into the main vestibule to the offices, in addition to a communicating door with the general office.

From the general offices through to the most minor department of the factory an orderly arrangement of material, machines and products impresses the visitor. There seems to be a place for everything and everything seems to be in its place.

Among the many innovations racks for change gears and chucks and wire feeds of the multiple spindle automatic machines is a feature. Racks are provided for the many grades and sizes of gears and chucks, all marked and arranged so that there can be no confusion nor waste of time in selecting the ones needed for a particular kind of work.

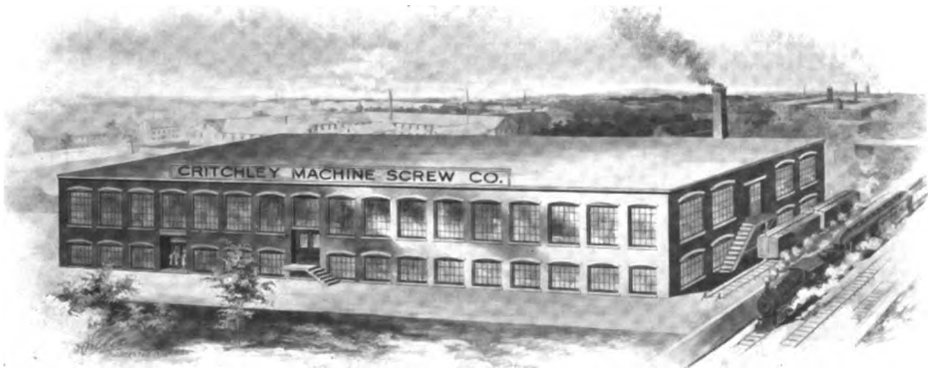
Sixty-five automatic screw machines are located in the automatic screw department. In addition these departments are all fully equipped and operated: Hand screw department, second operation department, tool room and hardening department.

Electricity provides power for the operation of the plant, a total of 150-horse power being installed.

The machinery is arranged in groups, each operated with a line shaft driven by a motor. This makes it possible to continue work in other departments if there is a break or other difficulty in a single section.

In the rear of the building two sides of the corner of the factory yard are walled with concrete, affording a storage bin for scrap material, which accumulates at the rate of sixty tons a month. The location is handy to the side tracks so that the scrap can be easily loaded on freight cars and carried away.

In addition to the land on which the factory is built the company owns a considerable strip to the west, so that at some future date, after the two additional stories are constructed to the present building and it is found that still more factory space must be had, the firm will be in a position to build without delay.



EXTERIOR VIEW OF NEW CRITCHLEY PLANT

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Modern Apartment Block

The accompanying illustration shows a modern seventeen-apartment block which has been erected at the corner of West Street and Bowdoin Street and is now being occupied in its entirety.

The building was designed by Architect E. A. Lathrope, 27 Dover Street, and was erected for Kachadoor Manoogian.

The exterior of the building is of gray brick with marble trimmings of an approved design.

The interior is finished in birch, with the dining rooms and living rooms finished in a rich mahogany. Fireplaces are constructed in each apartment.

The plumbing throughout is of the most modern type, with full height mirrors in each bath room.

Double Back Geared Lathe

The Worcester Trade School is building an 11-inch three-step cone pulley double back geared lathe with positive geared feeds. The high carbon steel spindle is ground and runs in a bronze bearing, the end thrust being taken by a step bolted to the end of the headstock which is entirely independent of the spindle. The tailstock is of the offset type which enables tapers to be turned or compound blocks to be set in a plane parallel with the bed. This lathe is built in a number of different lengths and when equipped with a 5-foot bed the distance between centres is 34 inches, and the weight is 650 pounds. The swing over the ways in all sizes is 11¼ inches, and that over the compound rest is 8⅛ inches.

School a Success

The experiment of Brewer & Co. in maintaining a school in pharmacy for its employees has proven highly successful.

The first term of the educational department of the big drug house closed during the past month, the students to have a relaxation from their studies until early in the fall.

Much credit for the success of the experiment is given to George F. Mead, head of the manufacturing department of Brewer & Co. He gave the students the benefit of fifteen years' experience as a manufacturing chemist in employ of Brewer & Co. He was materially assisted by K. M. Mahikian, chief chemist of the company, a graduate of Philadelphia College of Pharmacy and a post graduate of Worcester Polytechnic Institute.

The expenses incurred in operating the school were paid entirely by Brewer & Co. All employees were invited to take up the courses of study, and the concern generously supplied text books for home study to those who wished.

In addition to regular studies in chemistry a series of lectures was given and received the closest attention of the students.

With the resumption of the school in the fall advanced courses of study will be provided for second year students, while the first year course will be repeated for new students.

NEW MANOOGIAN APARTMENT BLOCK

Factory Changes

The Simplex Player Action Co., 13 Blackstone Street, manufacturer of piano players, in order to obtain more room to meet the large increase in its production has taken over the lease of E. Edwards & Sons, shirt manufacturers on the top floor of its building, and after June 1 it will occupy the entire building for its business.

The company succeeded to the business of the Simplex Piano Player Co., and at the present time is unable to turn out enough work to meet the demands. The company will take the entire top floor as soon as the present tenant vacates, and this will be used for the manufacture of the players.

E. Edwards & Sons, a branch of the Natick shirt manufacturers of the same name, have all the room they want at the Blackstone Street factory and have not decided to move for that reason, but they have found a new location which they think will be more satisfactory and that is why they decided to surrender their lease before the time expired. The Worcester branch of the firm, of which John F. Miller is manager, has decided to take the entire top floor of the factory building of the New England Corset Co., 136 Green Street, and when this is completed for them, which is expected to be about June 1, the firm will vacate the Blackstone Street factory.

Sherman Envelope Co. Buys Land

Sherman Envelope Co. has acquired title to a plot of land consisting of 13,870 square feet, adjoining its factory property on Prescott Street.

Deeds for the property were conveyed from the Worcester Art Museum, the plot being a part of the land willed to the Museum by Hon. Stephen Salisbury.

The addition gives the Sherman Envelope Co. a total frontage of Prescott Street of 213 feet, and a site where future additions can be made to the present plant of sufficient size to accommodate the company for several years to come.

With the buying of the land the Sherman Envelope Co. also gets sole rights in a spur track leading from the Worcester division of the Boston & Maine Railroad.

New Administration Building

The foundation is being laid for a new administration building for Norton Company at Greendale, to cost in the vicinity of $100,000.

Brief exercises inaugurated the beginning of work. Officials and heads of departments gathered at the site and after breaking ground filled the first car with dirt.

The building is to be located between the present factory group and the North Grinding Co. factories. It will face New Bond Street, just opposite the factories of the J. M. Heald Machine Co.

Plans for the new building are being prepared by Frost, Briggs & Chamberlain, architects.

The contract for the excavating has been let to E. J. Cross & Co.

The general offices of the company will be removed to the new building as soon as it is completed. A portion of the present office will be retained for some of the minor officials, and the remainder will be converted into a stock room and for storage purposes.

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New England Audit Company

(Incorporated under Laws of Massachusetts)

Certified Public Accountants
Auditors, Industrial Engineers, Systematizers

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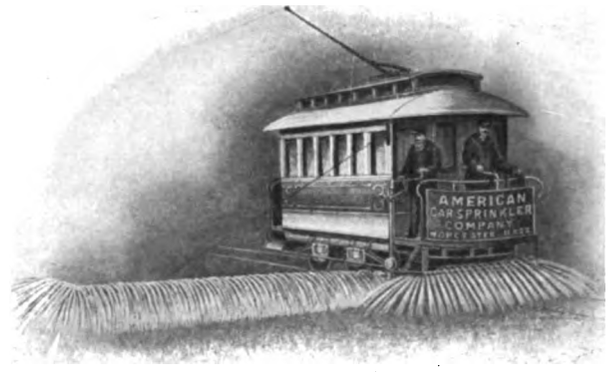
Frank B. Messinger, C.P.A. *Mgr. Boston Office*
Walter M. Curtis, S.B. *Mgr. Engineering Dept.*

WORCESTER OFFICE
633 State Mutual Bldg. H. Lennox Bray, Local Mgr.
SPRINGFIELD WORCESTER BOSTON

TO LAY THE DUST



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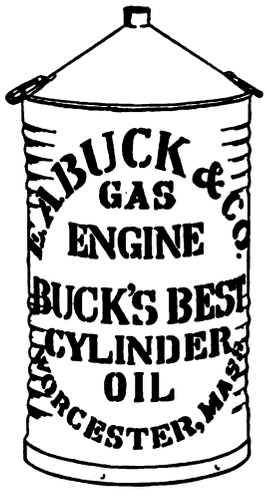
WORCESTER, MASS., U. S. A.
Made in Worcester.



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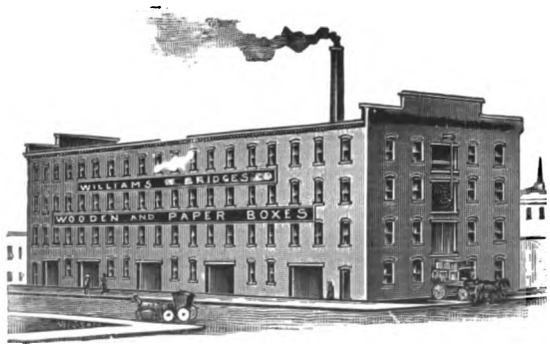

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Nov. 27, 1911, Fastest Vanderbilt Ever Run. FAIRMOUNT PARK ROAD RACE FOR CLASS FIVE CARS, Oct. 9, 1911. Indianapolis Speedway, 2d Prize May 30, 1911

WINNER OF
SANTA MONICA ROAD RACE
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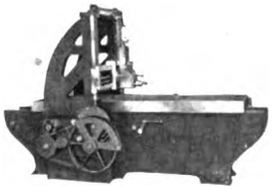

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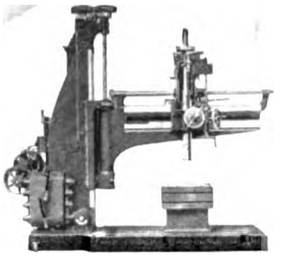

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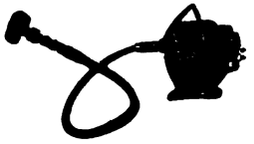

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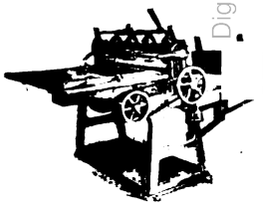

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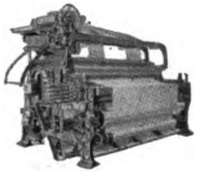

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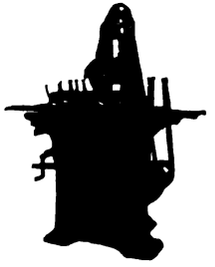

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AUGUST, 1912

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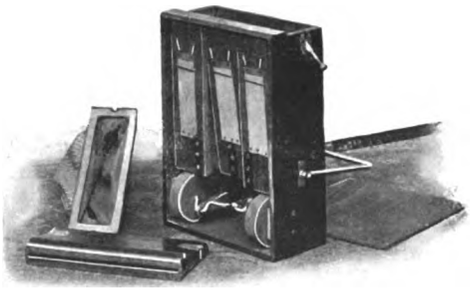

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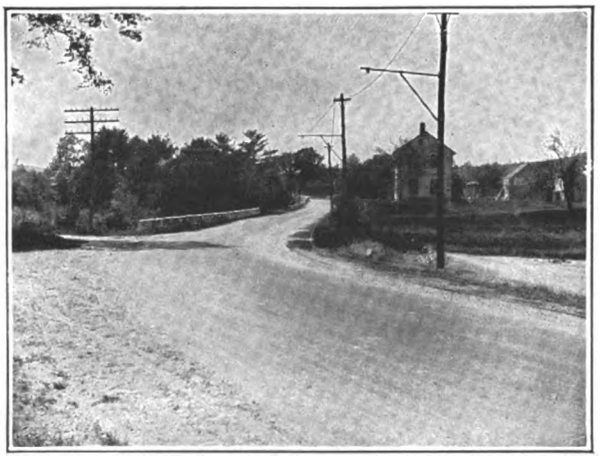

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Laid by the Hassam Paving Company of Worcester in 1906

Photograph taken in June, 1912

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The WORCESTER MAGAZINE

Worcester's Latest Donation to the Military

Shrewsbury Rifle Range, Culmination of Five Years' Work on Part of the City, Gives a Practice Ground, Unexcelled in New England, where Worcester's Contingent in the National Guard can Qualify to Sustain Its Pre-eminence in the Volunteer Army

FIRE PLACE IN RANGE HOUSE

DOWN in the neighboring town of Shrewsbury just beyond the Worcester boundary line, the hand of man has transformed a wild and swampy track of virgin country into a rifle range for Worcester's contingent in the National Guard of Massachusetts—a range which military critics say is unexcelled in New England for location, accommodations and equipment.

The completion of the grading of the grounds and the wiring of the buildings for electric lights during the past few weeks has placed the finishing touches on a task which has been carried on by stages for the last five years and there stands finished to-day a municipal project which is the pride of the soldier, and civilian of the city as well.

That Worcester has provided a model range for its volunteer soldiers so they may qualify in the many and exacting duties which came with the adoption of the modern methods of warfare, does not excite any extraordinary comment from those who know Worcester's donations, sacrifices and achievements to the nation in time of strife.

Worcester has always been to the fore when her sons have been needed to preserve the dignity of the State.

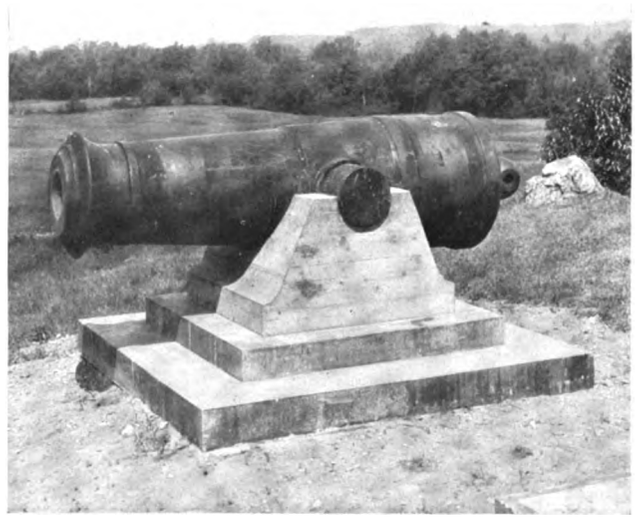
She was among the first to volunteer her offsprings and strength, even from the early days when her quota of men went out to repel Indian attacks and later fought in the French and Indian wars.

Her achievements in the struggle for Independence makes pages of glorifying history. From that memorial day, April 19, 1775, when Timothy Bigelow and seventy-five brave patriots took up the first call to arms, through the eight years of the struggle, Worcester men were in every decisive battle. She contributed four hundred of her nineteen hundred registered male voters, a proportion not exceeded in any settlement in the Colonies. They were found at Cambridge, Bunker Hill, Quebec, Long Island, along the Hudson, Saratoga, Valley Forge, Monmouth and wherever the new flag carried them; the last remnant of the band witnessing the surrender of Cornwallis at Yorktown.

It was the same in the War of 1812 and with Mexico.

In the War of the Rebellion the fame of the Heart of the Commonwealth is known to every student of history. She gave her Devens, Sprague, Pickett, Lincoln, Goodell, Ward, Joslin, Tucker and a host of other leaders who whipped hundreds of recruits into shape and led Worcester volunteers through the thickest frays, on heart-rending marches and weary campaigns. They were everywhere the fight waged fiercest, bringing glory to their native city and learning Sherman's famous definition of war in all its fullness.

This prestige was upheld in the Spanish-American War, four full companies leaving on the call to arms, with hundreds of other volunteers ready to enlist if their services were needed. And now Worcester is training still another band of citizens, giving them every advantage to learn the details of modern warfare methods that they may be prepared if their services are needed. Yet Worcester is not a warlike city, for her citizens are peace loving and are ever contributing their mite toward the world-wide movement to forever stamp out that motto handed down from generation to generation, "In time of peace prepare for war." But until the time comes when all nations will lay down their arms and accept a Court of Arbitration as the only tribunal for the settlement of international disputes, Worcester will stay with the nation in its military and naval policies to maintain the high standards of patriotism and justice.



THE MASSIVE GUARDIAN AT THE ENTRANCE TO THE RANGE

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Very few people have any idea of the task which confronts the civilian soldier who enlists to-day in the National Guard. No longer are the state militiamen looked on as toy soldiers or at best reserves for the regular army. No longer do their duties consist of short drills in state armories, desultory target practices and a taste of camp life each summer which at best was only a vacation.

To-day the National Guard is being trained as real soldiers are trained. It is looked on in no small way as a part of the standing army of the United States. The men have been made a part of the first line of defence. They are being trained along scientific lines so that they will measure up with the veterans in the ranks of the regulars. Their enlistment to-day means real hard work, the sacrifice of many hours of spare time the year around and the strict orders and routine of the regular army.

They are taught the theory and practice of scientific warfare. They are compelled to pass many hours in the winter months studying and drilling under cover. In the summer they are compelled to get practical knowledge of field service and target practice on the rifle range to be capped off later by a gruelling campaign in which they are brought face to face in mimic warfare, with all the trials and tribulations which are as much a part of the real article as guns and ammunition.

To be efficient in the practical side of this method of training the National Guardsman must be supplied with proper facilities that he may measure up to the proper standard. It was to this end that the officials of this city went out six years ago and began the agitation which has resulted in the excellent rifle range of to-day.

The old range at Jamesville was sadly inadequate. It had outlived its usefulness. It was too small and in no way suited for the twentieth century methods of training soldiers. It was absolutely necessary that the Worcester volunteers have a better and larger range.

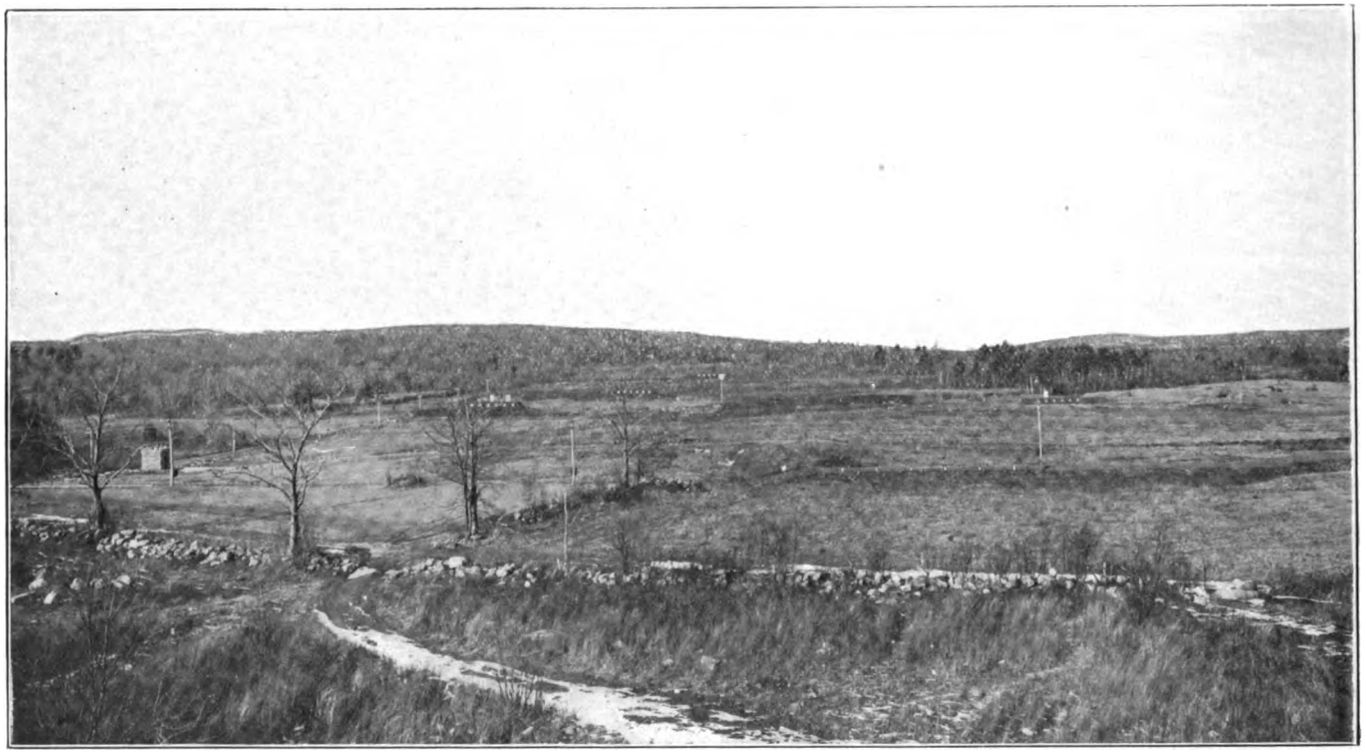
The task of selecting a site for the new range was no easy one. A score of locations were offered and taken under advisement to be later turned down. More than a year elapsed before the members of the City Council could agree on a suitable tract of land. Some were too small, others were poorly located—and so the objections multiplied.

Even the site of the present range hung in the balance for weeks. It was opposed because of its remoteness to a trolley line. But later when the members of City Council studied its admirable location and ascertained the reasonable expenditure which would insure title to the property for all time, they withdrew objections and the deal was closed.

The wisdom of the choice is self-evident to-day. Isolated by itself, a little more than a mile from a car line, the soldiers have the country about to themselves. They can shoot to their hearts' content and feel secure that no stray bullets will find a billet in man or beast.

The range is located near the westerly border of Shrewsbury, about one and one-quarter miles from Shrewsbury Centre and about five miles from Worcester. The entire property comprises a hundred and fifty-one acres stretching out in a rectangle, running north and south for a distance of more than a mile from the entrance to a wooded hill which forms the northerly boundary line.

Property from six estates in the vicinity was taken to make up the entire range at a total cost of $4,160, or an average price of $27.50 an acre. With the exception of a small strip of land which was bought in 1911 to widen the entrance to the grounds, all of the property was deeded to the city during the years 1907 and 1908 by these owners: Nancy E. Winchester, Romeo E. Allen and



Panorama of Rifle Range Looking North from Range House

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Joseph H. Knowlton, Charles H. Hutchins. Frank L. Mason and Charles A. Vaughan.

Very little work by way of improving the property was done the first year, the city being content to have plans drawn and approved.

In 1908 the work was taken up seriously with the result that before cold weather set in a generous amount of grading had been done and a range house constructed.

The following year saw the completion of the rifle and revolver butts, the erection of a keeper's house and many general improvements about the property.

Every year since that time the city has expended moderate sums to further improve the property.

Late in 1911 the city bought from Bertha D. Moore and Margaret Deming a small tract comprising 1.05 acres of land at the entrance to the grounds, paying $700 for a strip which has materially improved the entrance and enhanced the value of the property.

The last of the improvements about the range for some time to come culminated during the past month. These include extensive grading about the keeper's lodge and main entrance, the erection of a flag pole and mounting a cannon, secured from the Government by Hon. James Logan, and running electric light wires from Shrewsbury to the range, thereby making it possible to connect all the buildings with electricity for lighting purposes.

The range, as it stands to-day, has cost the city of Worcester approximately $35,000. This includes all land costs, improvements and erection of buildings. It is an expenditure which military officials say will be returned to the city with interest by the Commonwealth, when, in its wisdom, it will take over all municipal rifle ranges as it has taken over the armory buildings.

What further enhances the value of the Worcester range is the fact that its size and arrangement makes it possible to be even further developed at a minimum outlay of money. Every rifle butt can be added to without standing in the path of another a further distance away, while enough land is owned to the northward to make it possible to construct 1500-yard or even 2000-yard targets and still keep that hill on the northerly boundary as a natural buttress for all targets.

The range house, designed by Superintendent of Public Buildings George C. Halcott, was built in 1908 at a cost of $4,962.04, of which no small part was the cost of hauling material to the job. It occupies a commanding position on a rise, a few hundred feet from the main entrance to the grounds; where from its wide veranda one can obtain a sweeping view of the entire range property.

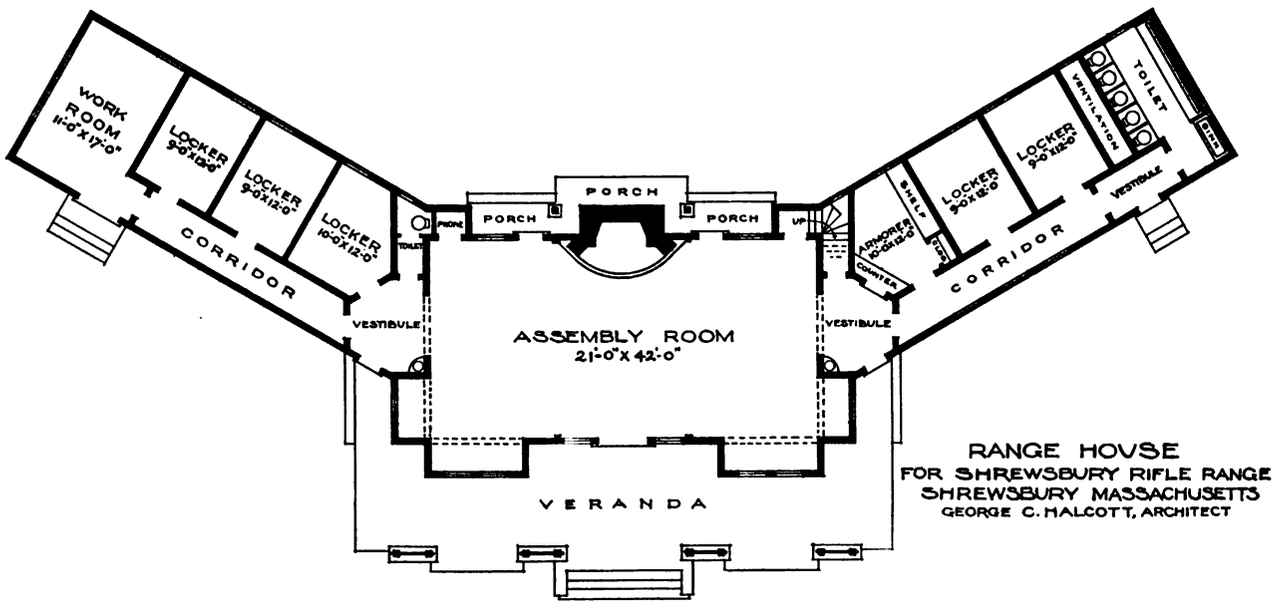
The house is finished in the rough, a touch of nature which makes you feel that you are really in the backwoods. As you sit in the spacious assembly room, a comfortable chair drawn up close to the massive fireplace, you are loath to leave the cozy interior.

Long wings extend to either side of the main room, where the locker rooms for each company, armorers' quarters and work rooms are located. A second floor has been built over the assembly room where cots are packed away ready for use of the soldiers who remain over night, yet still leaving enough room to quarter an entire company of men if necessary.

The building has telephone connection with the city. Plenty of good reading material is supplied for the boys who stay overnight to be up with the sun for an hour's shooting before breakfast.

The keeper's lodge sets a few hundred feet to the northwest from the range house. It is a dwelling which cost the city $3,455.46 and provides an excellent home for the caretaker and custodian of the buildings and grounds, the year around.

The arrangement of the rifle butts is probably the greatest single feature of the Shrewsbury range. The generous width of the property has made it possible to extend the butts from west to east so that from the firing line the view and range of any one group of targets is not obstructed by those of another.



THE MODEL ARRANGEMENT OF ROOMS IN RANGE HOUSE

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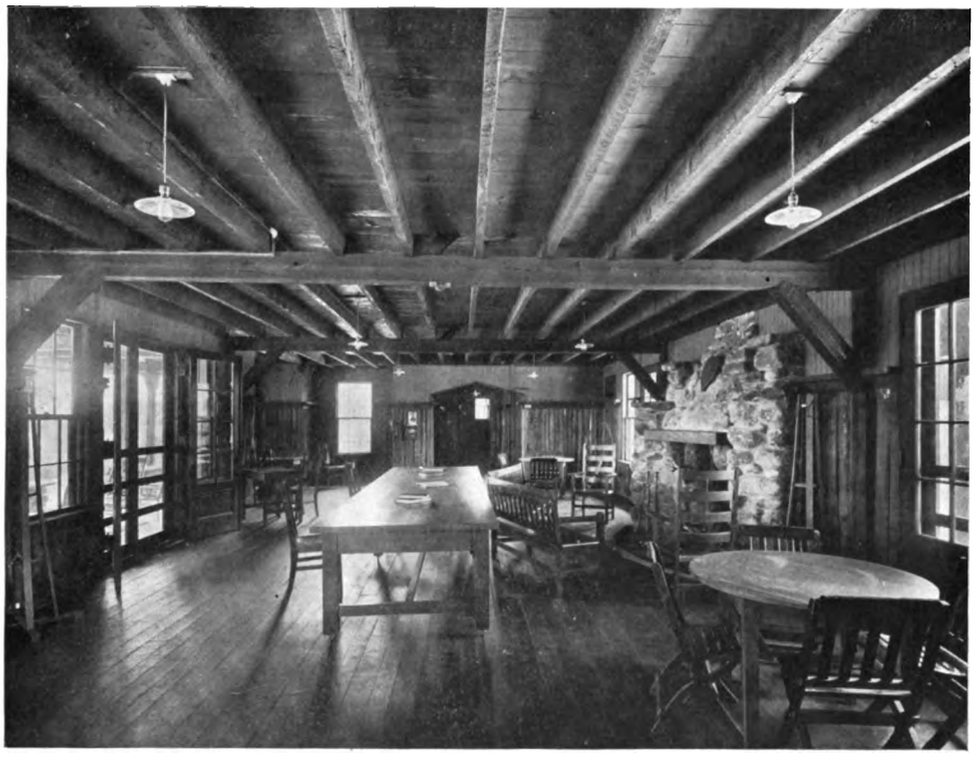

THE ASSEMBLY ROOM IN THE RANGE HOUSE

Targets are set at 200 yards, 300 yards, 500 yards, 600 yards, 800 yards and 1000 yards, ranging in number from six at 200 yards to one huge target at the 1000 yard butt.

The butts are constructed of stone and cement, covered with earth and sods. Ample protection is thus provided for the men as they take turns in the pit, tabulating their companions' scores and repairing the targets. They have no fear of any ordinary bullet penetrating the breastworks for it would take a battery of field pieces to dislodge the masonry in the rugged walls.

The mechanism which controls the raising and lowering of the targets is of the latest improved type. The target frames, made of steel and hard wood, are operated by chain pulleys. Two targets are set in each section and operated alternately. When one target is sent up over the breastworks, the same motion pulls the other down into the pit where it can be inspected and records made and a fresh paper target pasted to the frame.

Another very excellent feature of the new range is the telephone system which connects the firing line with every group of targets. This not only enables the marksman on the firing line to ascertain in an instant the result of his shots but makes it possible for him to converse with his comrade in the pit and obtain suggestions to increase the efficiency of his shooting.

While the greater part of the range is necessarily taken over to provide facilities for rifle practice, the officers of the various companies and members of Battery B, who sport revolvers instead of rifles, have not been neglected. Down in a natural depression a short distance northeasterly from the range house, the revolver butts have been laid out. The spot is ideal for the purpose. Low ridges provide natural boundaries for the section, shutting off

THE RANGE HOUSE LOOKING SOUTH FROM THE FIRING LINE

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not only the men from view of the rifle practice but cutting off in a large measure the sharp bark and crack of the rifles.

Groups of targets have been set up in the revolver butts in ranges of 25 yards, 50 yards and 100 yards from the firing line and some very remarkable scores have been made by the soldiers with that smaller weapon, intended primarily for defensive purposes. The targets are operated on the same principles as the larger targets in the rifle butts and the men are afforded that same excellent protection in the pits.

This protecting feature is carried out to the fullest extent throughout the range. While it is not expected that the men out on the range will take chances of being nipped with stray bullets by roaming about the wide tract while shooting is in progress, it is necessary at times for the men to go from one pit to another. To accomplish this at a minimum risk to life and limb, depressed paths have been built, connecting one butt with another.

The range has a water system of its own, installed at small expense, which provides a never ending supply of pure spring water. A small pump housed in a quaint stone tower near the firing line provides the necessary power to force the water from the ground to a small distributing reservoir close by from where it is flowed by gravity to the buildings and convenient places about the grounds. As the amount of water used is comparatively small, it is only necessary to operate the pump a few times each week to replenish the supply in storage.

Five companies of the National Guard of Massachusetts, Worcester's entire quota, are entitled to all the privileges and free use of this excellent range. These

THE KEEPER'S LODGE

comprise: three companies of the Second Regiment Infantry — Co. A., Worcester City Guards; Co. C., Worcester Light Infantry and Co. H., Wellington Rifles; one company of the Ninth Regiment Infantry — Co. G., Worcester Emmet Guards and Battery B of the First Battalion of Field Artillery.

That the members of these various companies appreciate this model range and its surroundings is evident from the frequency with which they are present and the interest which they take in keeping the property in proper condition.

Visit the range any day between early summer and late fall and you will find some of the boys about the grounds. Stay until early evening and you will see more of them coming in after a day's toil in the city. They have tramped to the range to stay over night, get up with the first break of day and practice at the targets for an hour or more before they have to begin their return journey to the city and their employment. This is one of many examples of the

LIVING ROOM IN KEEPER'S LODGE

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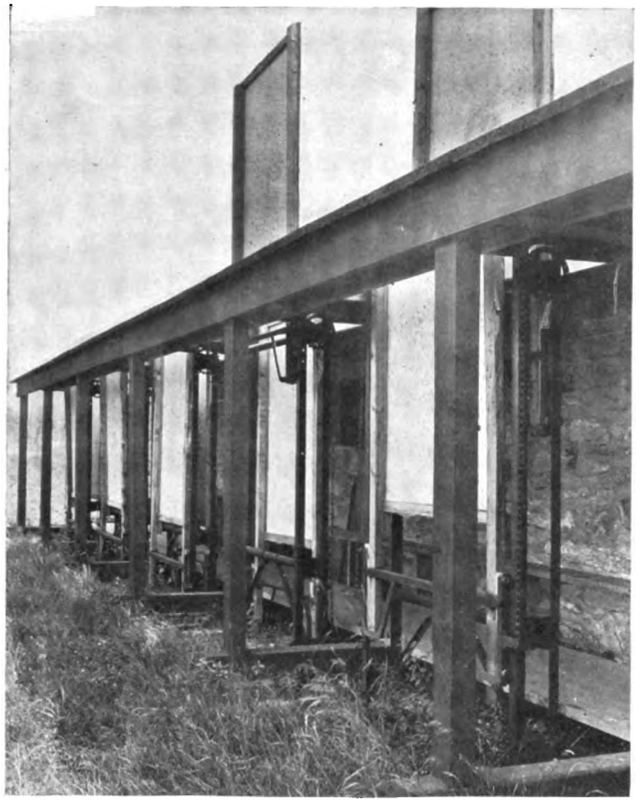
inconveniences and work which accompany the new rules for the National Guard, for a certain and definite amount of target practice must be done by each member during the summer months.

On Saturday afternoons you will find the largest number of soldiers assembled on the grounds. They



BEHIND THE RIFLE BUTTS, SHOWING MECHANISM OF THE TARGETS

come down as soon as possible after dinner and spend the remainder of the day to promote their efficiency as marksmen.

The sight is always an interesting one from the range house veranda. A string of marksmen are on the firing line. Others are lying about on the ground awaiting their turn either with a rifle or in the pits. The air resounds with musketry as the sharpshooters tear and shatter the paper targets — a din which does not diminish materially until the dusk of evening thickens and the pall of night blots out the white faces of the targets.

The men then assemble in the range house where they work tirelessly cleaning and polishing their equipment or compare scores of the day's shoot before returning home.

This commodious range house serves in no small way to attract the soldiers to these isolated range grounds. It is roomy and inviting and the boys like nothing better than to sit before a huge log fire in the assembly room on an evening, reading, chatting or cleaning guns and equipment before turning in for a few winks of sleep before sunrise and target practice. More than ordinary interest in the development of the range was taken by Superintendent of Public Buildings Halcott. He gave his personal attention to the designing of the range house and keeper's lodge and has supervised personally on many occasions the alterations and improvements which have been made about the grounds.

The range stands finished to-day, developed as fully as will need be for some years to come. It lacks nothing which would add to its arrangement and attractiveness. It is receiving excellent care in the hands of the militiamen who realize the trouble and expense which the city has encountered that they might have the best rifle range in New England.

It is another mighty contribution to the military of the nation by the Heart of the Commonwealth — one which is the pride of every Worcester citizen and the envy of sister municipalities.

Winnipeg and Municipal Ownership

Municipal ownership of all public utilities plants, which is advocated in Worcester, as in other cities, from time to time, by individuals or groups of citizens, has evidently been successful in Winnipeg, Man., judging from a report which has just been issued by the Department of Commerce and Labor, on the development of the Great Northwest.

Concerning the situation in Winnipeg the report says:

"Early in its development Winnipeg took up the practice of owning its public utilities plants and now claims to have made the longest strides along the line of municipal ownership of any city in the New World. The city has grown from a population of 215 in 1870 to 135,000 in 1911.

"The greatest municipal enterprise of the city is its power plant, which commenced the supplying of electric current for light, heat, and power in the latter part of 1911. This plant is located at Point du Bois, on the Winnipeg River, 77 miles northeast of Winnipeg, and cost about $4,000,000. A water fall of 32 feet has been increased to 47 feet by the power development dam, which retains a reservoir of 6,000 acres. The total horsepower available without storage is 60,000, which can be increased to 100,000 horsepower. The opening of this plant gave a great impetus to the industries of Winnipeg, which have increased their output from $18,983,290 in 1906 to $36,000,000 in 1910.

"A supply of nearly 15,000,000 gallons of excellent water every 24 hours is obtained by the municipal plant from seven artesian wells. There are indications that a larger supply will soon be needed, and the possibilities of obtaining a permanent and sufficient supply from some of the lakes about 60 miles from the city, or from the Winnipeg River, are being investigated. City water is sold at the rate of $1.50 per quarter for four rooms, with a 30-cent increase for each additional room, and a 5 per cent. discount for prompt payment. A high-pressure plant for fire protection furnishes water from the Red River under 300 pounds pressure, with a special set of pipes laid in the business center of the city.

"The city owns an asphalting plant, a stone quarry, and a plant for laying granolithic walks. Winnipeg has paved 70 miles of its streets, of which the principal ones are nearly 150 feet wide, with asphalt. Under municipal ownership, heavy asphalt pavement is laid at a cost of $2.85 a square yard. Other grades are laid for $2.50 to $2.85 a yard. The city is about to adopt the asphalt-macadam type of pavement, which can be laid for 90 cents a square yard. There are 100 miles of granolithic walks in Winnipeg, all laid by city workmen and make largely of material from the municipal stone quarry, which has an annual output of about 75,000 cubic yards of crushed stone."

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Saving the Babies of Worcester

The Establishment and Growth of the Clean Milk Stations of this City, a Working Demonstration in Preventive Medicine, Under Direction of a Competent Committee, the Value of Which in Reducing Infant Mortality in Summer, Cannot be Estimated in Dollars and Cents

By Dr. Roy J. Ward

UNTIL within a comparatively few years, the hot months have been dreaded by rich and poor alike because during that time their babies were inevitably menaced by sickness and all too frequently by death itself.

This presented an economic problem in which fortunately the workers in Preventive Medicine have been able to produce practical results. It has been shown by them that this enormous loss of the young was not due to the heat itself but to ignorance regarding the fundamental principles of infant hygiene and dietetics. Our attention has been directed toward the production and care of milk which is the principle article of infant food so that it can be a safe food during the heated season.

Consequently those who can command the best medical guidance and can provide the proper hygienic environment and suitable food for their children, can now escape the scourge, but the problem remains of bringing all these conditions to the poor and less fortunate ones in our cities.

It has been the effort of the Clean Milk Station Committee to provide these conditions in Worcester so that to every mother with a small child can be given the means whereby to protect her child from sickness and possible death. The work is not original in Worcester, in fact not in the United States, for France and even Spain were working along these lines before it had been started in this country. Thanks, however, to the generosity of the American people, this work has spread rapidly all over the United States and now most of our larger cities have taken up this branch of Preventive Medicine, with splendid results.

As intimated before, the whole work has centered around the supply of clean milk which is essential to the success of the cause and which, except in isolated instances and limited quantities was not known in Worcester previous to the year 1908. The late Professor Kinnicutt, a former member of the Board of Trade, once said that Worcester would never appreciate a clean milk supply until a milk-born epidemic struck the town. Such an epidemic would have several times, in the past few years, devastated our community had it not been for the vigilance of our Board of Health.

A brief description of the work done in Worcester along this line since the year 1908 will be of interest. Being similar to that in other cities, it will give a general idea as well of what is going on all over our country except that in those cities where more money has been obtained, a broader work can be carried on and larger results secured.

During the summer of 1908, at the suggestion of several physicians, the committee of the Fresh Air Fund, then under the superintendency of Rev. John H. Matthews, appointed a committee to conduct a Clean Milk Station, modeled after similar stations in Rochester, N. Y., in an attempt to reduce the rapidly increasing mortality among the babies of the city during hot weather. The work of the Station consisted in supplying to bottle fed infants clean milk at the price of ordinary milk and through the nurse in charge, in teaching the mothers how to keep their babies well.

Through the kindness of Mr. Frank Knowles of the Highlawn Farm in Auburn, who co-operated with the Committee in every way possible, milk was secured from his herd of Holsteins. Every precaution was taken in handling the milk to keep it as free from germ life as possible; the cows were first groomed carefully, their udders were wiped clean with a damp cloth, the milker washed his hands before milking, wore a clean white suit or apron and used freshly sterilized utensils which included a covered milk pail, so constructed as to prevent particles falling from the cow's body into the pail.

This milk was immediately taken to a tent some distance from the barn, modified, put up in eight-ounce sterilized nursing bottles and packed in ice, all under the supervision of a trained nurse. It was then sent into the city and distributed the next morning by the same nurse from the Station at 57 Green Street.

The success of this first attempt to supply clean milk to the poor of the city was so universally satisfactory that through the co-operation of the Worcester Medical Societies and the Board of Trade the Medical Milk Commission of Worcester, Mass., was formed, having for its object the securing of a supply of milk which would comply with the requirements of successful infant feeding. That means a milk of low bacterial content, produced from tuberculine tested cows, handled under sanitary conditions, and under the inspection of the Commission. This Commission is now actively supervising the production of "Inspected Milk," which milk has been supplied the Clean Milk Stations for the last three years and can be obtained all the year round in all parts of the city.

During the summer of 1909, through the munificent gift of $1,000 from Mr. Henry C. Graton, the same Clean Milk Committee opened three stations, distributed clean milk modified for the individual baby, and through the nurses spread the gospel of infant hygiene in the homes of those babies.

For the summer of 1910 the Committee of the Fresh Air Fund did not feel able to finance the work, and it was undertaken by

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the same committee with the addition of other members as a part of the work of the Worcester Conference on Child Welfare. Four stations were opened that summer. No attempt was made to modify the milk before distributing it to the mothers, but the nurses went

PREPARING MILK AT THE FARM

into their homes and there demonstrated how the proper modification given at the Station should be made up, to advantage to the mother and economy to the committee. This policy has been followed since because of its educational advantages, for the mothers, learning to handle the milk properly themselves, can continue to do so after the Stations have closed, and are a source of education to their neighbors.

For the summer of 1911 the same kind of work was done; seven stations were opened, reaching more mothers and babies. The School Committee generously co-operated with the Committee in allowing the use of such school buildings as were needed for the work.

The stations were opened this summer on the 24th of June and have already proved their usefulness, many

CHILDREN AFTER MORNING SUPPLY OF MILK AT GAGE STREET STATION

babies being supplied with clean milk who would otherwise have had to have the ordinary milk or that which is very much worse, milk from the corner grocery store and the deadly dip tank. The stations with the hours are as follows:—

Saint Rose Settlement House, 9 Sheridan Street,	Hours 8.30–9.30 A. M.
Water Street, corner of Fox Street	" " "
156 Shrewsbury Street,	" " "
Canterbury Street School House,	Hours 10.30-11.30 A. M.
Ward Street School House	" " "
Belmont Street School House,	" " "

A physician and a nurse are in daily attendance at each of the Stations and consult with the mothers as occasion requires concerning the feeding and hygiene of the child. Their work is primarily for well children, to keep them well, and the Committee is anxious for the medical profession and the general public to understand this. If a sick baby is discovered at the Station it is referred at once to the family physician if there is one, or to a dispensary; sick babies are not to be treated at the Stations only so far as to prevent their being neglected. Every attempt is made not to interfere with the work of the family physi-

THE RUSH HOUR AT CANTERBURY STREET STATION

cian, but to co-operate as far as possible. With that in mind the following letter with cards was sent out to all the physicians of the city:

" Dear Doctor:

" The Clean Milk Stations open for the summer season June 24th, and the Committee earnestly solicits your co-operation. The object of this work is to provide safe milk for well babies that they may remain well. Sick babies will not be treated at these Stations, but milk can be obtained for them by your written order. A few order cards are enclosed for the purpose. Nursing mothers may also obtain this milk if desirable. Will you kindly refer to us any babies who may come under your observation for whom this safe milk would be beneficial?"

Copy of card enclosed.

Name of baby.....Age.....

Address .....

PARENTS RECEIVING DIRECTIONS

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I WISH
DO NOT WISH to control the feeding of this child.
The nurse may instruct the mother to modify the milk as follows:
Ordered by.....Date.....
Unless otherwise specified the Station doctor will control the feeding.
Milk, 1 pint, 5c. 1 quart, 9c. List of Station with hours.

Equally important with the distribution of clean milk are the instructions given to the individual mothers in regard to the care of their babies during the hot months. The importance of breast feeding is emphasized and many mothers influenced to continue nursing their babies who would otherwise stop to the detriment of the children. In addition to the verbal instruction given at the Stations, the Committee has published for distribution directions, for the care of babies during the hot weather, in English, Hebrew, Italian, Polish and Lithuanian.

A copy of the English instructions.

Nurse your baby. Mother's milk is the best of all foods.
Do not wean your baby in hot weather.
Ten bottle-fed babies die to one that is breast-fed.
Nurse the baby regularly, never oftener than every two hours during the day and four hours at night.
Do not nurse the baby every time it cries.
If you can not nurse your baby, consult your doctor before giving it the bottle.
Give the baby only good milk prepared exactly as the doctor directs.
Keep the milk always cold and covered.
Do not ask your neighbor's advice about feeding the baby; ask your doctor.
Clothing.
The baby feels the heat more than you do. In hot weather remove most of the baby's clothing. A loose, cotton, thin shirt, without sleeves, is enough.
Bathing. Bathe the baby every day.
Wash the baby every time the diapers are changed.
In hot weather give the baby a cool sponge bath several times a day.
Fresh air.
Give the baby fresh air day and night.
Keep the windows open all day and all night. Make use of vacation schools, public play-grounds and the public parks.

THE ITALIAN STATION, SHREWSBURY STREET

The baby should sleep alone.
Give baby two or three teaspoonfuls of cool, boiled water several times a day.
If the baby vomits or has *diarrhea, stop all feeding,* and give cool, boiled water. Send for your doctor at once.
Remember that a baby cries
When he has been overfed,
When he is thirsty for water,
When he is too warm,
When he aches because he has been rocked too much.

THE LITTLE MOTHERS OF THE CANTERBURY STREET STATION

You can get safe milk for your baby, with instructions about its care, from the Clean Milk Stations.

To most of us it seems superfluous for our nurses to emphasize the fact that babies must not be given pop-

THE TWINS, CANTERBURY STREET STATION

corn, bananas, beer, or watermelon and that every baby should be kept cool, clean and free from flies, but to many a mother who comes to these Stations our nurses have to repeat it over and over again.

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When not on duty at the Stations, the nurses spend all of their time visiting the mothers and babies in their homes and there supplement the instruction given at the

WEIGHING THE BABY

Stations, by demonstrating how the milk should be modified, how to bathe the baby, etc.

As before stated, the milk used at the Stations is "Inspected Milk" obtained from the C. Brigham Co., and put up in crown capped bottles and analyzed weekly at

SOME OF THE TOTS AT WATER STREET STATION

the laboratories of the Worcester Polytechnical Institute. In addition, Mr. Gustaf Berg, City Milk Inspector, also a member of our Committee, gives to the supply his watchful care.

ONE OF THE EVILS WHICH IS BEING CORRECTED

Mayor Logan, during the second year of his administration, gave to the work of the Committee his hearty approval and endeavored to make an appropriation from the City funds for the work. The law department however, declared that such appropriations would be illegal. It was through his intervention, however, that the Committee secured Mr. Graton's gift during that year. Last year the legislature passed a law making such appropriations legal, but the Committee having in mind the splendid work of the New York Milk Committee and the Milk

TAKING THE BABY'S RECORD AT WATER STREET STATION

and Baby Hygiene Association of Boston, and believing that the generous citizens of Worcester would like to support so beautiful a charity, has not as yet asked the City Council for a dollar in money.

Dr. Charles L. Nichols has stood the brunt of the hard work in that he has raised a large part of the money and as treasurer has carefully scrutinized every bill incurred to the end that every dollar contributed should count for as much as possible.

The Committee needs as much money as last year and respectfully requests contributions to the end that the work may not have to be curtailed at the end of the season.

To the Worcester District Nursing Association much credit must be given for their efficient co-operation and to the self-sacrificing work of the physicians who are giving their time gratuitously.

SOME OF THE THINGS THE COMMITTEE WOULD LIKE TO DO IF IT HAD MORE MONEY

Open Clean Milk Stations at Chandler Street School House, North Street, Quinsigamond, Lamaratine Street.

Arrange classes for little mothers where they could be taught how to help care for the babies.

Give instructions and aid when necessary to expectant mothers in order that they may have healthy babies.

Aid nursing mothers who have to give it up because they have to go out to work.

Teach every parent that it costs very little to keep a baby well, about $35.00 to cure a sick one and $50.00 to bury it.

Provide diet lists for older children.

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The Fifteenth Annual Exhibition of Paintings by American Artists

What the Worcester Art Museum has to Offer in its Wonderful Midsummer Collection of Canvases, Together with Comment on the Exhibition, Including Extracts from an Article in the July Issue of the Museum Bulletin

By PHILIP J. GENTNER, Director of the Museum

PICTURES, like people and books, music, or indeed anything else, usually interest us far more if we have heard something of them beforehand. It is therefore with the hope that the anticipated visits of the readers of the *Worcester Magazine* to the Summer Exhibition at the Museum may be made of more pleasure by a "personal introduction" to the pictures, that the following extracts from Mr. Gentner's article are here printed.

The article begins with a statement of the difficulties of marshaling such an exhibition, and continues with a quotation from Mr. Downes, the art critic of the *Boston Transcript*. In the last issue of the *Worcester Magazine* Mr. Downes' introductory remarks were quoted, ending with the statement that the summer show this year is an "all star cast." He then says that one exception must be made. The *Bulletin* article follows:

"Mr. Downes then criticises adversely J. J. Shannon's 'Portrait of a Lady.' To our thinking he is unduly severe. Decidedly this painting is inferior to Sargent's extraordinary masterpiece, the 'Portrait of Mrs. Fiske Warren and her Daughter,' the gem of the whole exhibition, with its almost paradoxical commingling of direct power and of evasive beauty, whether in coloring or characterization. But only a very few of Sargent's own works could endure favorably so disastrous a test. If Shannon does not by any means rival this work of Sargent his canvas nevertheless seems to us one of the very best of the remaining portraits proper in its honest and sympathetic interpretation of character and in solidity of workmanship. Nor can its merits be appreciated by hasty inspection. Its subdued coloring, for instance, seems at first glance to be smothered or even smudgy. Yet when the eye grows familiar with the quiet glow of the hues the painting becomes almost as sumptuous in effect as an old master, and this quiet, grave and almost sombre richness accords well with its monumental size.

END OF THE DAY

Charles W. Hawthorne

Lent by William S. Pardee

"Mr. Alexander's 'Other Days'," Mr. Downes continues, "is one of his most fascinating single figures, full of his large graces of style, fluent and sweeping, elegant in its linear design and of a delightful color scheme in which a changeable blue silk gown of old-fashioned amplitude, shot with rosy lights and reflections, is relieved against a slate gray background and contrasted well with the painted white coat of a recumbent dog.

"Mr. Sargent's 'Mother and Daughter,' lent by Mr. Fiske Warren, is one of his most felicitous and sympathetic portrait groups. The expression of the ties of relationship between the two lives—the things that lie deeper than physical likeness, but are often suggested by it— is not one of the least of the marvels of this modern masterpiece. It is not, perhaps, as respects the chief figure, quite so complete, final and triumphant an embodiment of the flower-like and radiant beauty of young motherhood as the 'Mrs. Carl Meyer and her Children' of undying memory, but the charm of sweet, wistful and unsullied maidenhood in the figure and face of the daughter is probably unexcelled in any of the great painter's works, and the color is, throughout, inexpressibly rich, delicate and vital.

"Wilton Lockwood's 'Portrait of a Lady,' lent by Lucius Knowles, a new work, has his characteristically distinguished feeling for style in its fullest degree. The face, while perhaps not beautiful according to conventional standards, has something in it that artists regard with much interest and love to express when they can, and that is sensibility, character, intelligence. The handsome and unusual costume of a soft changeable orange color with white chiffon over the shoulders is set off with a few unique jewels, and is exquisitely painted.

"These are only a few of the leading figure and portrait pieces, and it would be easy, without forcing a note, to run through the list in its entirety."

Mr. Downes then speaks briefly of various other

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portraits and figure pieces and continues: "Were there nothing else in the collection besides Daniel Garber's 'April Landscape,' lent by the Corcoran Gallery of Art, Washington, the show would be well worth the journey from Boston to Worcester. This

Chauncy F. Ryder
FEBRUARY
Lent by Engineers Club

splendid and poetic vision of early spring is an almost flawless masterpiece. The tremulous sky and the shimmering atmosphere which wraps the scene, with its lovely pale blues and creamy brown tones, make it a perfect ethereal epitome of the season with all its freshness and marvelous delicacy of budding leafage and caressing airs.

"'Nearby hangs a peculiarly fine example of Charles H. Davis, a 'Springtime' in which we are looking from the rugged Connecticut hills down over the Sound towards Fisher's Island, the whole landscape being enveloped in a tender and subtle atmosphere.

"'Among the strong landscapes of the collection must be mentioned W. Elmer Schofield's 'The Old Covered Bridge' a winter scene, in a handsome scale of pale blues and warm grays.

"'Charles Herbert Woodbury exhibits 'The Rain Cloud' lent by Robert Winsor.'"

(With an appreciation of the other landscapes the *Transcript* quotation closes.)

"Some important works must necessarily be passed over hastily or altogether even in so brilliant and discriminating a review as that from which we have just quoted at length. Among these is A. P. Ryder's 'Constance,' founded upon Chaucer's famous 'Man of Law's Tale.' Though extremely reserved in manner and coloring and somewhat glowering in its mood it is by far the most imaginative painting in the exhibition. Never has the loveliness and awesome beauty of the moonlit waste of the open sea been more impressively used to emphasize a romantic motive worthy of the poetry of Coleridge. In spite of the shallow prejudice now prevalent (chiefly among artists who have nothing themselves to say) against so-called 'story telling,' 'dramatic' and 'literary' or 'sentimental' ideas in painting this work is in sheer pictorial beauty one of the loveliest paintings in the gallery. The artist, too, has seemingly disregarded nearly all the recent innovations in painting, and like George Fuller and Matthew Maris keeps to an individual modification of the oldest traditions. Yet let anyone with a lingering spark of the old-time creative fancy gaze at the mysterious illumination twinkling round the prow, at the deep shadow preceding the sidewise movement of the boat towards us, and the ominous midnight reaches of the sky, and he will learn there is something far nobler in painting than a passion for 'truth of values,' realistic or snap-shot composition and expository problems of high-keyed light. Mr. Roger Fry, who first made Ryder's works known abroad and in Canada, thus speaks of the magic of this picture:

"There can be no doubt that it (the boat) is moving forward by some spell with the swiftness of Alastor's bark.

'As one that in a silent vision floats
Beneath the cold glare of the desolate night.'

"And all this, so comparatively easy to poetry, so difficult to painting, with its more specialized vision, is given by a very peculiar method by a most elaborate and subtle simplification.

"A work as obvious and compelling in its challenging appeal as Ryder's picture is modest and mysterious, is Mr. Redfield's brilliant 'April Blossoms.' Though we have as a rule no undue affection for Mr. Redfield's painting we always admire greatly its daring honesty, breadth and power. Of this picture we may repeat what

J. J. Shannon
PORTRAIT OF MRS. CHESTER WHITIN LASELL
Lent by Mrs. Chester W. Lasell

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we said of another in a former number of the *Bulletin*: 'Painted in the high key of our own times its sincerity of relentless material vision, seen best in the broad, condensed values of its light and of its thin-aired distances, reminds us of Courbet, and proves that in some very important respects Mr. Redfield has no rival among contemporary painters.' This canvas, however, in addition to the artist's usual mastery of his craft and bigness of

W. Sergeant Kendall

A Midsummer Day

suggestion has a sweeping buoyancy like that given to a lover of the open air by a sunny day of the early spring.

" Since comment on every painting is out of the question we shall choose almost arbitrarily a few of the remaining works for brief mention.

" Frieseke's 'Misty Morning,' one of that artist's most attractive works, takes possession through sight of the other senses and makes us really feel, almost physically, the airy and moist deliciousness of the river bank scenery. His rival in honors paid abroad, Richard Miller, exhibits an even more captivating open air scene. His ' In the Arbor ' teaches something most of our own very best painters might well take to heart, that even in realistic painting the freshness of values and the real charm of tone are never the result of academic calculation of white light, posed models and geometrically constructed planes (like those of a toy theatre) but always depend upon the inherent qualities of absolutely pure color rightly harmonized. The coloring of this picture, for all its objectiveness, has also a refinement comparable in its own way to Benson's more personal way. Perhaps no American painter except Miller could have given us that emerald dress, rich as stained glass, vivid and fresh as woodland grasses, which is the dominant note in the bold and keen coloring.

" Another painting, though very different in type, suggests similar truths. Let the afternoon visitor look from clear across the room to Hawthorne's lovely American idyl 'The End of Day.' The distance will make him overlook the painter's characteristic neglect of living draughtsmanship for the frozen and dead definition which seems to imitate it, and he will see only the soft richness of its large color masses. Their glowing melody is unique in this collection and will prove that occasionally a modern painter can exemplify Ruskin's notable phrase concerning the early Italians, 'the bright tenderness of color.'

" Chauncey Ryder's 'February' is so fine that we shall venture to criticise its one defect in a spirit of friendly admiration. It is his usual one of employing broad and heavy strokes at times almost messy in character. Only a modification of such a technique can include the delicacy and suggestiveness which go with the full charm of beauty. The same fault is not only present but violently insisted upon with conscious, rebellious glee by George Bellows. Some day he will abandon, or rather alter, his smashing technique, caught from admiring the whitewash brush, and then he will add to his astounding vigor the subtler, thoughtful qualities we know he possesses. As it is he is even now the only artist we know who can paint the night time in its most characteristic quality. We mean the substantial yet ghostly look of solidity which earth, rocks, trees and water itself have, and which they somehow suggest underneath the surface glimmerings of the dark, its lights and mystery.

" The one drawback in an exhibition of this kind—and it is a very serious one—must always be accepted philosophically as a necessity. It is the pleasure given by crude or experimental works which have something 'big,' fine or new, blunderingly hidden in them by the living enthusiasm of youth. Such paintings also have a freshness and adventurous contemporaneousness in spirit which awakens our keenest sympathy. More than fifty such pictures were joyously noted in the last exhibition of the Pennsylvania Academy of the Fine Arts, and it was pleasant to learn that about half of them were ultimately sold.

" The only concessions made to this important element by our exhibition appear in five or six paintings. Among them is a little picture sure to appeal to old and young alike, Miss Gladys Wiles' 'Mac,' a vigorous, affectionate and waggish portrait of a dog done by a girl still in her 'teens.

" On the whole, however, each painting was the best obtainable of its kind. Indeed, rather than represent several admirable artists by the mediocre works which alone were obtainable it was thought best to search for better works of similar cast by less noted men. For these and other reasons a certain sterling merit prevails in the exhibition taken as a whole. As the critic of the *Worcester Telegram* says:

" 'The entire show impresses one with its quiet and, in some instances, almost severe dignity of character. While there are no two paintings alike either in treatment or quality of coloring there are none obtrusive enough to overbalance a certain conservative standard set by the more substantial works on view.' "

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The Practicability of An Experiment in Patriotism

Lessons Which Can Be Drawn from a Safe and Sane Celebration of Independence Day as Worked Out in Worcester in Two Successive Years and Which In All Probability Will Become Permanent Under Municipal Patronage in Years to Come

"THIS SECOND (FOURTH) DAY OF JULY, 1776 WILL BE THE MOST REMARKABLE EPOCHA IN THE HISTORY OF AMERICA. I AM APT TO BELIEVE THAT IT WILL BE CELEBRATED BY SUCCEEDING GENERATIONS AS THE GREAT ANNIVERSARY FESTIVAL. IT OUGHT TO BE COMMEMORATED BY SOLEMN ACTS OF DEVOTION TO GOD ALMIGHTY. IT OUGHT TO BE SOLEMNIZED WITH POMP AND PARADE, WITH SHOWS, GAMES, SPORTS, GUNS, BELLS, BONFIRES AND ILLUMINATIONS, FROM ONE END OF THIS CONTINENT TO THE OTHER, FOR THIS TIME FOREVER FORWARD."

JOHN ADAMS, July 3, 1776

WITH a final burst of rockets and appropriate "Good night" set pieces, lighted simultaneously in three sections of the city, the second safe and sane celebration of Independence Day in Worcester was brought to a fitting close on the night of July 4. Those last set pieces might well have spelled "Success" in letters of fire, for in no other city in this great country was there a better, safer or more complete celebration of the Signing of the Declaration of Independence and the birth of a new republic, than right here in the Heart of the Commonwealth.

Had the venerated patriot, John Adams himself—who penned the above suggestions for a proper observation of the Nation's birthday—directed the Worcester celebration, he could not have arranged a more appropriate programme.

Lack of space and the fact that its fame has already been spread through the public press, telling how a theoretical safe and sane celebration had been made practical in Worcester, prevents a detailed story on the programme of the day.

Yet it is particularly appropriate and timely that the subject be treated in a general way, that the originality and progressiveness of Worcester citizens may be further eulogized and that other cities, which may be planning a Safe and Sane celebration for 1913 may find some of the many excellent ideas of the Worcester observance adaptable in their own municipality.

This 1912 celebration in Worcester was watched with more than passing interest, not only by Worcester citizens, but by cities throughout New England. It was to be the second demonstration of an experiment in a patriotic and well regulated program in a large city, minus "the night before" noise and blare, confusions and fires and life and property loss. Upon its success rested the future of the Safe and Sane plan in Worcester and a movement to have it become a permanent observance, under municipal patronage in this city.

Would the celebration measure up to the excellent observance in 1911? Would it be possible to again satisfy the spirit of Young America with parades, band concerts, athletic games, fireworks, etc? These many and other similar questions were put up to members of the general committee as it lay its plans and went about securing funds for the work.

All of these questions were answered with an emphatic "Yes." The results justify the prediction of those public-spirited citizens who made personal business of secondary importance that the celebration might be successful.

This celebration cost $4000 of which the city appropriated first hand, $2500 as a basis for a fund, the remainder of which was raised by public subscription.

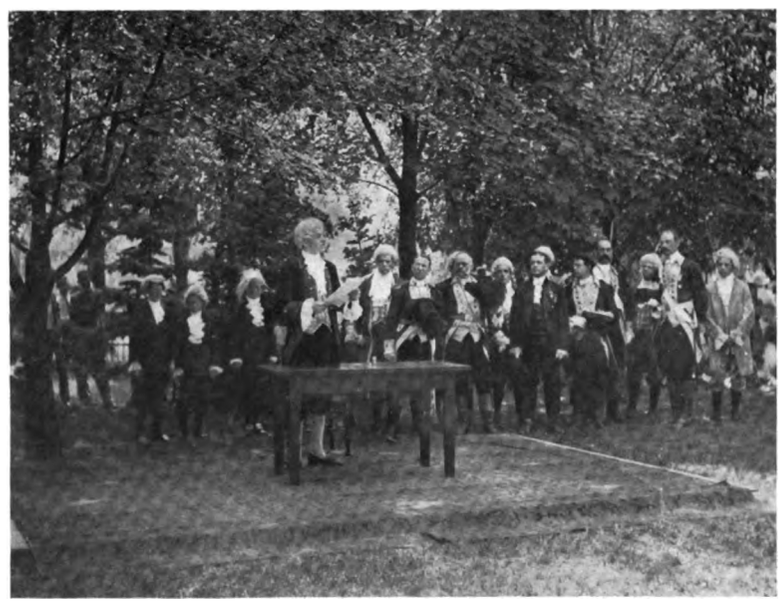

Photo by T. Nakanishi

THE SIGNING OF THE DECLARATION OF INDEPENDENCE

A wise investment you ask? Better than gilt-edged bonds. Think of a city of upward of 155,000 population suffering less than $100 property and personal loss by fire for the 24 hours, the lowest loss ever recorded in Worcester on July 4. Then think of that same city having just four accidents reported from all sources which could be attributed to firecrackers, fireworks, and all other July 4 inventions; and only ten arrests for disturbances or wanton destruction of property. Keep this in your mind's eye and picture every cent of

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that $4000 so wisely spent that it enabled hundreds of children and young people to participate in games for medals and other prizes, entertainment for thousands of their elders during the day, and gorgeous displays of fireworks which attracted a combined audience of at least

Photo by T. Nakanishi

THE CAST IN "FREEING THE SLAVES"

100,000 people at night. We don't include in this list the hours of suspense and worry which fond parents went through in the 24 hours of July 4 under the old idea. We leave that to the reader to compute at whatever interest he may deem just, as he estimates whether or not the investment was a wise one.

Compare the above with the records of bygone years before Young America had been instructed in the true meaning of this great national celebration, when his idea of Independence Day was a period in which all restriction of law and order was supposed to be removed that he might make a bedlam of the city, a "rough-house" of the community in general and glory in the recital of deeds of vandalism of which he was a part on that now immemorial "Night before."

Worcester has been fortunate perhaps in the character of the influences which have promoted its Safe and Sane observance. The Mayor and City Government, educational institutions, churches, newspapers and other organizations have co-operated and taken a keen interest in the movement. Not only did these influences make it possible to convince the average citizen of the wisdom of such a celebration but they also made it practically certain that a celebration along similar lines would be the rule and not the exception in years to come.

There seems to be no question in Worcester but that the Safe and Sane July 4 celebration has come to stay. You can find an advocate of the plan every time you mention the subject to a citizen. The result of the 1912 celebration settled all controversy, for not a citizen in the city has had anything but praise to offer for the excellent results which that patriotic general committee secured. If the present feeling continues throughout the year—and there seems to be no reason to-day why it shouldn't—it is very probable that in 1913 the City Government will make an appropriation large enough to do away entirely with the necessity of canvassing and securing subscriptions to a private fund.

The Worcester celebration, carefully planned and executed, provided wholesome sport and entertainment for Young America from day break until late in the night of July 4.

Just as the sun broke over the hills to the east of the city, a sunrise salute of 21 guns from Chandler Hill proclaimed the formal opening of the celebration. The echo from the cannons was still in the air when church chimes in all parts of the city took up the challenge and pealed forth in all their glory.

These early activities served to awaken the city to the significance of the day and soon after breakfast homes were being deserted, the occupants being on their way to the center of the city either to participate in the military and civic parade or to be mere spectators.

The parade, with Worcester's entire representation in the National Guard, Grand Army Veterans, Spanish War veterans, kindred organizations and independent military companies in line, passed in review before the Mayor and members of the City Government in front of City Hall at 8.15 o'clock. After countermarching through Main street the parade was halted at City Hall Plaza, where, in a hollow square, surrounded by masses of people, the military organizations clustered. Here, from a flag-draped platform, directly over the spot where Isaiah Thomas, for the first time in New England read the Declaration of Independence 136 years before, the document was repeated by Richard H. Mooney, preceded by brief introductory remarks by Hon. Alfred S. Roe, chairman of the general entertainment committee. Five thousand voices picked up the strains of "America" at the close of the exercises, with flags flapping time and brass bands playing an accompaniment.

The scene of the second part of the exercises was barely a stone's throw away from City Hall—the laying of the

Photo by T. Nakanishi

"FROM THE FOUR QUARTERS OF THE EARTH TO THE LAND OF LIBERTY"

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cornerstone of Memorial Hall, the future home of George H. Ward Post, G. A. R. Here all the military companies assembled with the veterans and hundreds of spectators witnessed the impressive ceremonies and listened to patriotic addresses.

By this time the sports and recreations for the younger people were well under way in other parts of the city. Track sports and baseball games at Boulevard park attracted hundreds of youngsters and kept their minds off dynamite and gunpowder. The older element who preferred water sports had their pleasure appeased with motor boat racing at Lake Quinsigamond.

A brief rest and luncheon during the noon hour and the celebration was resumed, this time in full force.

Athletic meets, games, dances, drills, patriotic exercises, music and oratory for boys and girls, men and women, opened simultaneously in public parks and playgrounds in all parts of Worcester, with thousands of youngsters and adults braving the torrid heat of that July afternoon to testify by their presence their approval of this method of celebrating.

It has been estimated that there were more than 25,000 people on the public playgrounds alone, to say nothing of the thousands who found enjoyment in the exercises in the public parks.

The programs in each park and playground were on the whole similar in character, differing only in details and minor numbers. There were all manner of athletic games for the boys and young men. For the girls there were simple sports, drills, dances and games with silver and bronze medals offered as prizes to all successful competitors. The patriotic programs consisted of the reading of the Declaration of Independence, songs and recitations. Fruit, cooling drinks and souvenirs of various kinds, including thousands of sanitary drinking cups furnished by the United States Envelope Co., of which Hon. James Logan is president, were distributed to the children.

At Lake Quinsigamond, where fully 30,000 people congregated during the day, a complete program of aquaic sports were successfully run off during the afternoon.

Among these many sectional entertainments one which stands out prominently was that conducted on the beautiful campus of Clark University. The worth of the historical pageant and presentation of episodes of national and local historical events as a method of observing the holiday were successfully demonstrated here. It served in no small way to give an object lesson to the city for a similar method of entertainment on a much larger scale in years to come.

An audience of more than 1000 people witnessed this particular entertainment alone—as many as could be comfortably seated on the beautiful campus.

The pageants were all taken from notable historical events, including the reading of the Declaration of Independence and a sketch of Lincoln Freeing the Slaves.

To further impress the significance of the day in the minds of the audience, a moving picture exhibition was given in the assembly hall of the college. The pictures were all based on historical facts and so popular was this particular part of the entertainment that it was necessary to repeat the program a second time. Considering the fact that less than three weeks elapsed between the time when it was decided to produce this pageant and July 4, the remarkable success of the entertainment is more pronounced. Among these who contributed to make this feature of the entire celebration possible were: Mrs. J. M. Talamo, Martha L. Sanford, Mrs. George H. Savage, Mrs J. J. Rogers, Prof. S. P. Capen, Prof. F. H. Hankins, Prof. J. C. Hubbard, M. M. Smith and others.

In the suburban sections of the city, particularly Greendale and Tatnuck, there were all-day celebrations arranged by and taken part in by the inhabitants of that part of the city.

In addition to all these entertainments and events, five brass bands provided concerts in different sections of the city throughout the afternoon.

The sun was sinking beyond the western horizon ere the last numbers of the extensive program were concluded and Worcester people had barely reached home before the sunset salute boomed from Chandler Hill, marking the close of the day's celebrating and a reminder of the closing spectacles to come after nightfall—fireworks.

These displays were given from three of the populous centers of the city, Newton Hill, East Park, and Crompton Park. That there might be no criticism from the population at large that one section of the city got a better display than another, each display was a reproduction of the other. There were exactly the same number of bombs, rockets and aerial pieces of all sorts and the same number and kind of set pieces.

The celebration came to a close at 10.30 o'clock and naturally everyone was tired after a day so filled with happenings. But no one had a complaint to offer. Each one went to bed satisfied that any additional labor they had performed and any inconveinence they had personally encountered, had all been repaid a hundredfold in the city at large, where a proud record had been set up for a Safe and Sane Observance of Independence day.

Let it be known at this time that Worcester people are not going under the impression that the 1912 celebration which has been outlined above is considered by them to be the last word so far as a patriotic observance is concerned. It has simply proven that a Safe and Sane celebration can now be lifted from the plane of experiment and made permanent in this city. Like William Chauncy Langdon of the Russell Sage Foundation in his "Suggestions for the Celebration of the Fourth of July by means of Pageantry," they believe "there is ideally at least, one best form of celebration, which embodies these principles and which should be the goal for all our attempts to realize it."

When this ideal celebration will come, must remain an unanswered question at this time but it is evident today that Worcester will go on and on each year, improving its celebration year after year—leading, not following, in the nation-wide movement to save life and property on July 4, and give the younger generations a celebration that will be positive, growing from the significance of the holiday and embodying the glory of the idea of Liberty realized in national life.

Like Mr. Langdon those most active in Worcester's celebration believe that:

"The significance of this holiday lies, not in the quiet, determined protest of certain representative colonial gentlemen against the political and commercial exactions of an unreasonable mother country, but in the fact that this protest was an utterance of the fundamental principle of liberty, and was the foreword of the founding and the development of a new nation upon the doctrine that freedom is the breath of life, that freedom as nothing else gives vigor, brings self-control and responsibility of character and entails upon both the individual and the community life the highest endowment of intelligence, culture and character."

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An Attempt To Break All Records

Officials of New England Fair Busy at Work Completing Details for What They Intend To Be the Greatest Outdoor Show of the Year, to Attract Thousands of People to Worcester on Labor Day and for Three Days Thereafter

THE evolution of the old-time cattle show into the monstrous agricultural fair of to-day with its thousand and one attractions would make pages of interesting reading if one had the time and space to give it proper attention in a publication of this type. But just now we are attracted by the hustle and bustle of the various committees of the Worcester Agricultural Society, and the New England Agricultural Society, who at this writing are working day and night to arrange final details for the New England Fair of 1912, at the spacious fair grounds at Greendale where for four days and two nights, beginning on Labor Day, September 5, that particular section of Worcester will be a Mecca for all New England. Therefore, at this time, we will have to be content to confine our historical reminiscences to the bare statement, that no other agricultural society in the land can show a more consistent development and growth with increasing patronage and exhibits each year than the Worcester Society and its ally in the larger field, the New England Society; the former celebrating its 94th birthday this year and the latter its 45th anniversary.

Each year the officials spread broadcast the claim that the coming show is going to be bigger and better than any of its predecessors and each year they make good their predictions. Naturally, then, the 1912 exhibition and carnival is being proclaimed to be the "greatest ever," and everybody connected with the dual organization which promotes the fair seem to be possessed of every confidence that the statement is not exaggerated in the slightest degree—even in face of the remarkable record of 1911 when the attendance on Labor Day alone exceeded the total attendance for the entire four days of 1910.

To begin with the Society cleaned up something over $9000 on the 1911 fair, a real comfortable profit which not only swelled the treasury of the organizations, but gave the executive staff a further degree of confidence in the patrons of the fair and the necessary spirit of daring to become even more extravagant this year in their efforts to please the populace at large.

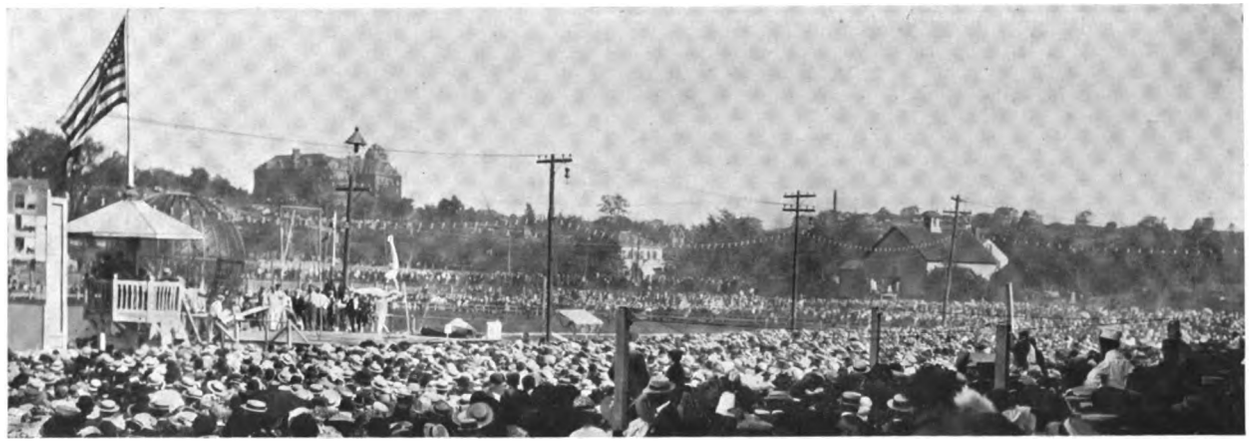
They have spent money right and left to make this 1912 exhibition the greatest in the history of the organizations. Every department has been enlarged and strengthened, substantial increases have been made in the prizes and premiums—all in the expectation of a record breaking attendance.

An unusually large number of entries have been turned in every department. Enlarged and new attractions have been added, leaving the weather alone as the uncertain factor.

Promoting an agricultural fair is largely an out and out gamble with the weather man. The citizens who take upon their shoulders the task of arranging for and carrying out the many details of such an enormous exhibition as the one produced in Worcester each year work largely for the love of the game. They give time, energy and money to produce one of the greatest fairs in the east and have to take a chance on the weather conditions being favorable to make both ends meet. If the weather man is decent, the societies make money—which is turned back to make the fair of the following year larger and better than ever. If he isn't decent and sends two or more rainy days—down go the hopes of the officials, expenses instead of receipts pile up and the members have to dig down in their pockets to meet the deficit.

The New England Fair has had one rainy day out of four for so long that the ailment has been accepted as chronic; but this year the officials are renewing hopes that they will be given four perfect days and two perfect nights, that they may knock to pieces all records for receipts and attendance.

The *Worcester Magazine*, much as it would like, cannot give a complete review of the many exhibits and attractions which are listed for the 1912 Fair and which in no small way go toward extending the fame of the Heart of the Commonwealth throughout the east. We would have to publish a separate edition if we attempted any such task—similar to the New England Fair Bulletin, a publication which takes some seventy pages to tell the story.



A GLIMPSE OF THE LABOR DAY THRONG OF 1911 FROM THE GRANDSTAND

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Hence we will have to be content to mention briefly a few of the more important departments in the extensive programme of this great Fair of 1912, and leave the reader with the assurance from the committee of arrangements, that the smaller departments have been laid out

A Section of the Auto Show

with that fine regard for detail which characterizes the entire project.

Additions to the cattle sheds and exhibition halls and further grading and repairing of the grounds have been made since the Fair of 1911, thereby making it possible to add in volume—for the quality has always been of the highest type—to the number of exhibits in each department.

One of the most important changes which has been made this year comes in the horse racing and horse show section. Increased purses and premiums are being offered to attract the best in horse flesh from all New England and New York. In former years the Connecticut State Fair at Hartford has claimed the bulk of the fast steppers, principally because of the larger purses which have been hung out by the management. This year, the New England Fair will offer prizes not only equal to the Connecticut event but will exceed the fancy purses of the Hartford Fair in many instances. All of the $300 purses of former years have been increased to $500 for 1912 with a similar ratio of increase of purses in other races and premiums in other events. Mr. Edward Moulton has taken personal charge of this very important department of an agricultural fair and will direct every detail until the close of the fair.

Entries for the Horse show, separate and distinct from the racing, are coming in rapidly and it is anticipated at this writing that this particular department will be head and shoulders over and above any preceeding year.

The out-of-door exhibition to-day is incomplete without the spectacular aeroplane and pilot. The New England Fair set the pace a year ago when at enormous expense it secured Worcester as one of the official stations of the $10,000 tri-state race of the *Boston Globe*. This single event attracted thousands from all Western Massachusetts and was but a taste of aviation to satisfy a full-sized appetite for more of such performances. As a result the fair management has announced that it will have at least one famous aviator making several flights throughout the four days, possibly more. For those who want to experience some of the sensations which are encountered 1000 feet above the ground, the captive balloon has been retained for another year.

One of the features of the 1911 Fair—the success of which has since made it a permanent department—was the Automobile Show. Housed in a spacious canvass pavillion were practically every pleasure and commercial car represented by a Worcester or Worcester county agency. It was in reality a show by itself and was visited by thousands during the four days and two nights the fair continued. This year this particular department has been materially enlarged. There have been more reservations for space by automobile concerns and agents, and many new cars will be on exhibition which were not listed in 1911.

For the stock breeder, farmer and lover of good cattle there are endless arrays of exhibits.

Blue ribbon winners from all parts of the country are listed for this year in the cattle exhibit and stock will be seen which carry insurance policies larger than many of the business men who are in charge of this particular exhibit. Last year the cattle exhibit alone was valued at over $50,000 and it is expected this year that the total valuation of the stock will be far ahead of this figure. In addition to the awards which the society will make there are many attractive premiums offered by individuals and clubs interested in promoting the production of pedigreed stock.

As in former years particular attention is being paid to the poultry show with every evidence that this already famous department will be greater than ever before,with added premiums hung out to attract breeders of fine birds.

Industrial Worcester in all its fullness will be represented at the fair, practically every bit of available space in the exhibition hall having been disposed of several weeks ago to Worcester manufacturers and wholesalers.

For those whose environment and surroundings make agriculture and stock raising only of passing interest the management has, in addition to the races and aerial events, got together one of the greatest out-door shows which will be seen in connection with an agricultural fair this year. With the pick of New York vaudeville artists, world famous aerial artists, acrobats and novelty acts already signed, the entertainment is one which will not only be first class in every respect, but of such length that there will be something going on the big platform in front of the grandstand every minute.

Mention of any part of the fair would not be complete without a word about the Midway. The fame of the New England Fair in getting together a group of so-called "fakirs," games and tent shows, without having gambling and other infractions of the statutes prevalent, is widely known. The fakirs are there, the games are there and the shows are there. But they are all conducted in a proper manner and do not necessitate the constant watching of the police.

In addition to the rounds of entertainment during daylight hours, two night shows have been planned. The arrangement of electric arcs and searchlights makes the section in front of the grandstands bright as day. Here the vaudeville and circus acts will be repeated and where, on the evening of September 7, as many as possible of the greatest athletes of the east who have not gone to the Olympic games will compete in track and field sports for valuable prizes.

Both night shows will conclude with elaborate displays of fireworks.

All in all the 1912 Fair looms up just now like the greatest exhibition in New England. Everything is settled but the weather and that uncertain factor will have to be taken as it comes—with everybody hoping for four days of the finest type the weather man can produce.

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National Chamber of Commerce Dues Revised

Result of Meeting at Chicago of Directors of A. A. C. E. with President Wheeler. Organization of New Movement Completed at Bluff Point, New York, by Election of Eliot H. Goodwin as Secretary

THE most important meeting that has been held by the officers of the Chamber of Commerce of the United States of America since the adjournment at Washington in April convened at Chicago on the heels of the Republican National Convention.

Realizing that in the multitude of councillors there is wisdom, the president of the National Chamber sent for the Directors of the American Association of Commercial Executives, asking them to come to Chicago at the expense of the National organization for the purpose of discussing the details of the proposed constitution and by-laws as drawn up in Washington, to see if they could not be made more practical and attractive to the commercial organizations of the country, many of whom have shown an unexpected coyness about joining the new organization.

ELIOT H. GOODWIN

It was discovered very soon after the Washington conference had broken up that a mistake had been made in the matter of the dues. It was evident that the amount fixed as a maximum, $250.00, would operate as a bar to prevent a large number of bodies from coming into the new movement.

Inasmuch as it is absolutely essential that every one of the twenty-six hundred commercial bodies in this country shall be linked up with the national chamber, if it is going to be representative, the officers of the Chamber of Commerce of the United States of America determined to seek the assistance of the Directors of the American Association of Commercial Executives with the sole purpose in view of devising some way out of the existing difficulty and the popularizing, if possible, of the new movement.

The American Association of Commercial Executives is a body made up of secretaries of commercial organizations, and the Directors are men who have had to deal in their own individual fields with just such problems as now confront the National Chamber of Commerce. It was felt, therefore, that their suggestions would be based on pretty practical foundations and would be free from the taint of petty selfish interests.

The meeting was held in Chicago, June 24 and 25, and was attended by the representatives of fourteen commercial organizations scattered from Worcester, Mass., to New Orleans, La., the following being present: First Vice-president, M. B. Trezevant of the New Orleans Progressive Union; Third Vice-president, James A. Bell of the Harrisburg, Pa., Board of Trade; Ex-President Clarence A. Cotton of the Dubuque Industrial Corporation, Dubuque, Iowa; Woodworth Clum of the Greater Davenport Committee, Davenport, Iowa; Byers H. Getchell of the Association of Commerce of Detroit, Mich.; A. W. McKeand of the Charleston, S. C., Chamber of Commerce; S. Christy Mead of the New York Merchants' Association; Walter S. Whitten of the Lincoln, Neb., Commercial Club; W. L. Seelye of the St. Paul Commercial Club; W. B. Moore of the Oklahoma City Chamber of Commerce; C. Frank Terhune of the Clinton, Iowa, Commercial Club; Herbert N. Davison of the Worcester Board of Trade; Milton Carmichael, secretary, and Lucius E. Wilson, president, of the A. A. C. E., both of Detroit.

The principal subject discussed was the matter of dues and it was the unanimous opinion of all present that the dues for all organizations in cities of less than 50,000 inhabitants should be fixed at once, at one-half of one per cent. of the income from dues and that the dues of all the national organizations should be fixed at one-half of one per cent. of the working income.

It was the universal opinion of the delegates that this method of assessing the dues should be ultimately extended so as to cover all cities, whether less than 50,000 or more, the present basis being inequitable and calculated to greatly handicap the growth of the organization.

Another important recommendation was to the effect that the councillors representing the several organizations should be organized in each local body into a committee on National Affairs and that each body should have but one councillor to represent it when the National Chamber met. It had been proposed to give each organization one councillor for each fifty members and to let these councillors represent the several organizations in the working machinery of the National Chamber. The Directors of the A. A. C. E. felt that this plan was liable to lead to the domination of the smaller bodies by the larger organizations. The bodies in Boston, Chicago, and other large cities being entitled to so many councillors, it would be well nigh impossible for any of the smaller organizations to control their action.

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Several other suggestions as to methods by which the national organization should make itself of value to the various constituent bodies were discussed, after which the Directors adjourned with the understanding that their views should be reported to the Directors of the National Chamber with the recommendation that they be adopted as far as possible, and put in force at once.

Since then at a meeting held at Bluff Point, New York, on July 9, the sub-committee appointed at the Washington conference to draw up a constitution and by-laws, reported the suggestions made at Chicago and the one about which centered the most interest, viz., that of the dues, was adopted without revision.

The organization was thereupon completed by the election of Eliot H. Goodwin, general secretary. Mr. Goodwin has been for the past ten years secretary of the National Civil Service Reform League of New York. He is a native of Cambridge, Mass., and is thirty-eight years old. He received the degrees of A. B. and A. M. at Harvard and Ph. D. from Leipsig University, and is a widely known writer on civic and economic subjects. He is a nephew of Dr. Eliot, president emeritus of Harvard College.

At the same meeting D. A. Skinner, who has been acting as assistant chief of the Bureau of Manufactures, Department of Commerce and Labor, was made assistant secretary. Mr. Skinner has been in the government service since 1898 and has served in the post office and treasury department as well as in the census bureau. He was also for a considerable period in the Insular department, being located at Porto Rico.

It was decided to publish a magazine to be known as " The Nation's Business," and Mr. G. Grosvenor Dawe, formerly secretary of the Southern Commercial Congress, was placed in charge of this new publication.

The Executive Committee adjourned to meet in Boston, Friday, September 20, immediately preceding the International Congress Chambers of Commerce meeting.

Washington headquarters of the new Chamber will be opened in the Riggs Building opposite the Treasury Department at once.

Grand Trunk Plans

While the death of President Charles M. Hays of the Grand Trunk Railways, one of the *Titanic's* victims, removed an able railroad man at a time when his wonderful executive ability was most needed, the loss will not cause any material disruption or delay in the plans of the corporation for its extensions and new lines in British Columbia.

Mr. E. J. Chamberlin, who has been elected to succeed President Hays, has issued a statement to the effect that by the end of 1913 the Grand Trunk Pacific's rails will be laid from Fort William to Princeton. By December, 1914, a branch line from Fort George and Vancouver City down to the Frazer River will be ready and by that date another line also owned by a friendly company will have reached within 350 miles of Edmonton, Alta. One year after that arrangement is completed the Grand Trunk liners will ply between Prince Rupert and Asia, and the route will shorten the present ocean service by two days.

Progress of this western development has been followed more closely than ever before by Worcester manufacturers since the Governor signed the Grand Trunk Bill.

Why Worcester Grows

Did you ever stop to consider the wonderful development of Worcester situated as it is 44 miles from tidewater and without an inland waterway to give it the benefit of the minimum freight rates on its raw materials and fuel; yet constantly outstripping its sister cities who have all these advantages?

Here are located some of the greatest manufactories in the world, paying that excess freight on raw material and coal and then frieght charges again to get their products to the markets of the world; still these products bearing the label of quality " Made in Worcester " keep forever to the front and make competitors who are favored with cheaper transportation rates hustle e're they are lost in the commercial race.

It is truly an interesting question and while our motto " In Worcester, we aim at excellence," offers a solution of the problem to the Worcester citizen, visitors within our gates who have studied the situation and observed Industrial Worcester through unprejudiced eyes marvel at the wonderfulness of it all.

Sometimes they have a solution of the problem of their own—always a tribute to Worcester, by the way—and recent remarks of a prominent manufacturer of another state on the situation occasioned this reference to the matter. His impressions may be further valued, if you like, when it is explanied that he comes from one of those progressive Great Lake cities and was not answering the query to a Worcester resident but to a student of municipal affairs from a State several hundred miles removed from Massachusetts, from whom the tribute eventually came home to Worcester.

His analysis of the situation follows:

" Why does Worcester grow? Because, first of all, Worcester believes in itself. Secondly, because its manufacturers believe in and have the utmost confidence in the city. They were satisfied when they started in business, no matter how modestly they commenced, that the future of the city was secure. They had faith in the development of the city and were certain that they would expand and grow up with it.

" It was their confidence that built Industrial Worcester, on an indestructable foundation, and made Worcester a city of skilled mechanics. They laid the foundation of the industrial growth, which caused manufacturers who came after them to seek Worcester as a home for their industries, rather than Worcester seeking the man. These adopted sons became imbuded with this spirit of loyalty in the city and set examples for still others to come. And so it will always be. Worcester's reputation for skilled mechanics, admirable factory sites and railroad facilities is too well known to ever be forgotten.

" Is it any wonder then that Worcester can sustain its industrial pre-eminence in the markets of the world? True its manufacturers face heavier transportation charges. But what of that! It is offset many times over by the knowledge that their faith in the city is not misplaced, that they have skilled workmen at their command, who are contented and who too believe in the city, making the labor worries and troubles of competitors in other cities practically unknown in Worcester.

" This in my humble estimation is why it grows and will continue to grow, for that faith in the city and co-operation between employer and employee has stood the test of time and become permanent."

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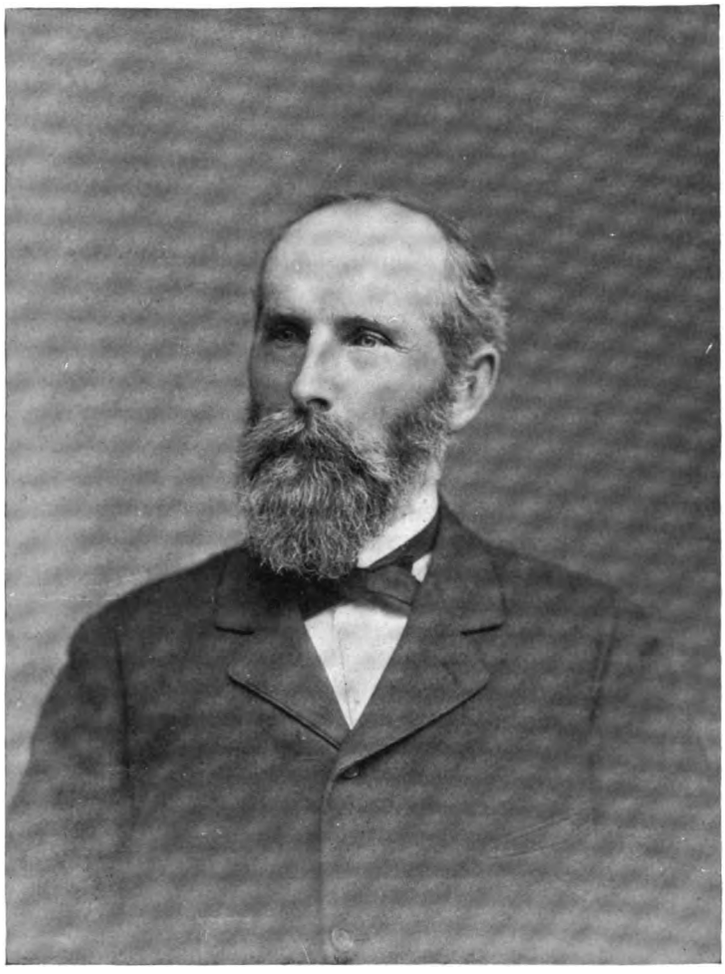
Albert B. F. Kinney

A Member of this Board, Prominent in the Affairs of the Methodist Church, both Local and National, and Widely Known Authority in Fish and Game is Claimed by Death

Albert B. F. Kinney, member of this Board, churchman, sportsman and business man, closed a busy and useful life on July 1, leaving a host of friends to mourn his death. His fatal illness was a brief one, aggrevating an old complaint and resulting fatally in less than a week.

As a rule one does not associate with the same name, a person who has gained equal recognition in the affairs of the Church and the sporting world. But in the achievements of Mr. Kinney this is true to the last letter of the word. His interest and work, financially and otherwise, in the progress of the Methodist faith in Worcester and the county at large made him one of the most widely known laymen in New England. At the same time his love for the open country and all that goes with it for sport—hunting, fishing and trapping—brought him recognition as one of the most experienced and best informed sportsmen in the East.

In his death Trinity M. E. church and kindred organizations of Worcester lose one of the leaders of the flock, a man who not only gave time, energy and strength to broaden the church field in the Heart of the Commonwealth but who came forward with financial aid at times when additional funds were necessary to carry the church organizations over the crisis in their early lives.



ALBERT B. F. KINNEY

Probably one of the best examples of the loyalty and labor of Mr. Kinney in his church work was his activity in the Worcester Methodist Mission and Church Extension Society. Accepting the presidency of this organization in 1891 after repeated solicitation and urging on the part of other church workers in the city, he carried on the work to such a successful end that three churches were built, at a cost of $46,000, one each in Leicester, Lake View and Park Avenue; dedicated and then turned over to the Methodist General conference entirely free of debt.

As president of that group of church officials banded together to increase the holdings of the Methodist church in America by $20,000,000 to pay off church indebtedness and erect new churches, he stimulated the local field to such an extent that Trinity M. E. church reduced its church debt from $18,000 to $8000 in two years and is now entirely free from debt.

As a member of the Methodist general conference and the World's Methodist Home Mission Board, he had opportunity to assist in the national extension work of the church society.

Some idea of the many associations which he had in the sporting world and the value placed on his knowledge of the hunt may be secured from the fact that he had a record of being either a president or member of an executive committee of fifty-two different sporting organizations throughout the United States.

Mr. Kinney was born in Barnston, Stanstead county, Canada, 71 years ago. His interest in church work was aroused in his youth, his paternal grandfather, being a Baptist minister.

He came to the United States when he was eighteen years old locating in Lawrence where he entered business with his brother. Later he went to Portland, Me., where he remained until after the big fire which practically wiped out his possessions.

Mr. Kinney then became a salesman for the Dillingham Manu- and Wholesale Paper Co., where he remained until 1873 when he came to Worcester to become identified with the firm of Blackmer & Davis, brokers. Later the firm became known as Blackmer & Kinney and after twelve years was moved from 12 to 44 Front.

With the removal the firm put in a complete stock of guns, ammunition and sporting goods, a department which enlarged automatically year after year. The growth of the business became such that additional room was a necessity and in 1901 the present store at 539 Main street was leased. At the same time Chester W. Doten was taken in the partnership and the firm became known as A. B. F. Kinney & Co., its present title. Since then it has enjoyed a healthy growth, due in a large measure to Mr. Kinney's personal direction.

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Editorial Reflections

Our Express Victory

Since the last issue of the Worcester Magazine the members of the Worcester Board of Trade and the public in general have been informed of the successful issue of the celebrated case brought by the Merchants' Association of New York, the Boston Chamber of Commerce, the Worcester Board of Trade, and some two hundred other commercial organizations against the express companies of this country, petitioning for an investigation for the purpose of discovering whether or not the rates charged by the express companies, "were excessive compared with the services performed."

This investigation has been going on now for a little over two years, the first meeting having been held May 11, 1910, in the rooms of the Merchants' Association of New York and the Worcester Board of Trade being represented by A. S. Lowell. At this meeting there were delegates from 27 organizations from points as far distant as Spokane and New Orleans and 15 other organizations by letter expressed approval of the purpose of the meeting, viz., to secure a reduction in the express rates.

It was decided to hire counsel and raise a fund of $20,000 for the purpose of getting at the facts in the case. A financial examination of the Adams, American, United States, and Wells Fargo Express Companies, disclosed that the Adams Express Company had assets of $20,455,587.65; the American, $45,864,677.65; the United States, $15,345,027.92; Wells Fargo, $37,888,662-31.

In 1909 the gross receipts of the Adams Express Company from operations were $28,853,546.75; the American, $31,909,721.01; the United States, $16,869,449.73; the Wells Fargo, $24,476,432.37. This enormous total rising to above a hundred millions of dollars constituted a tax on the business life of the Nation, levied without any scientific investigation and based wholly on the theory that the companies should charge all the traffic could bear, had been increasing by leaps and bounds from a period dating clear back to the close of the Civil War. Further investigation resulted in the allegation being made by commercial organizations of the country, that the ratio of earnings to actual capital amounted in the case of the Adams Express Company to 22.2 per cent.; in the American Company to 24 per cent.; in the United States Company to 14.4 per cent.; and in the Wells Fargo to 52.3 per cent.

Such a situation could not of course be tolerated longer and it was decided to ask the various commercial interests of the Nation to compile the necessary data showing how unnecessary, extortionate and uncalled for were the rates now being charged and particularly how archaic was the method of fixing these charges. For example, a package weighing 100 pounds sent from New York to Yonkers, on which there was a total charge of 50 cents, was divided thus—the railroad got for transportation $0.2385 and the express company got for collection and delivery $0.2615. This same package if sent from New York to San Francisco had a total charge levied against it of $14.50, of which the railroad received for transportation $6.9165 and the express company got for collection and delivery $7.5835. It is perfectly plain to anybody that the railroad should receive 300 times as much for transporting a package from New York to San Francisco as it should for transporting it from New York to Yonkers but why the express companies should receive 300 times as much for delivering a package in San Francisco as they did in Yonkers is not quite as evident.

It was to this method of assessing costs that the commercial organizations of the country took most violent exception, and the express companies, themselves, have found it impossible to defend their action in this particular.

The method of dividing the country into zones has been worked out by the Interstate Commerce Commission and they have already published and sent to the various petitioners and others the findings of the Commission in this respect. The express companies are given until October 9, to make the necessary arrangements to carry the new order of things into effect.

There has been some talk, that they will attempt to delay this matter further, but it is not believed by any of the petitioning commerial organizations that the express companies, either individually or as a whole, will attempt to hold this matter up any longer. It is now two years since this proposed change was first taken up. The express companies have known all this time that the Commission was likely to rule exactly as it has, because the Companies knew from the start that their collection charges were indefensible. It will undoubtedly be found that the express companies are already prepared to carry into effect the recommendations of the Commission and that on October 9 the changes will go into effect without the slightest friction.

It ought to be remembered in this connection that this is another great public service performed for this community, by the Worcester Board of Trade. This organization was represented at the initial meeting, it has made an appropriation of $100.00 to the fund necessary to be raised to carry the matter to a successful issue and the fact that the city of Worcester will save in its express charges, thousands and tens of thousands of dollars in the next few years, is due simply and solely to the Worcester Board of Trade and to its interest in the welfare of the merchants and manufacturers of Worcester. No other body, representing this city, has ever lifted its finger to secure these reductions, or in fact any reductions, in national express rates.

Letters of Identity

America can learn much of profit from our German cousins in other lines than machine tool building or scientific tariff making. For instance, the German Post Office department has a letter of Identity that is about the last word in identification devices. This letter of indentity is a little green booklet of two leaves — about $2\frac{1}{2} \times 4$ inches in dimensions—and contains one's photograph, the date of his birth, place of residence, a description of his person, his signature and the endorsement of the resident postmaster. Its price, 12c., pays its full course to the Government and saves many times its cost to its owner and to the Post Office. In a country of such magnificent distances as characterize the United States this letter of identity would be invaluable.

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WORCESTER BOARD OF TRADE
EACH FOR ALL ALL FOR EACH
11 FOSTER STREET
WORCESTER MASSACHUSETTS
USA

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Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON

Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

Changes in Demurrage Rules

New Code, Which Placed New England Zone in Uniformity with Other Parts of Country, is Materially Modified in the Interests of Shippers and Receivers of Freight

Negotiations, covering a period of two years, between the New England Demurrage committee, the railroads and the Interstate Commerce Commission a matter in which this Board was actively interested has resulted in a Compromise which materially modifies the new code of rules which have been put into effect in New England intended to be uniform with all other parts of this country.

Among the important changes which affect New England are these:

The following note is added to Section E, which under the new arrangement will become Section D: "Actual placement is made when a car is placed in an accessible position for loading or unloading, or at a point previously designated by the consignor or consignee."

Rule 5—Placing Cars for Unloading: Section B will be modified to read as follows: "When delivery can not be made on specially designated public-delivery tracks, on account of such tracks being fully occupied, or from other cause beyond the control of the carrier, the carrier shall notify the consignee of its intention to make delivery at the nearest point available to the consignee, naming the point. Such delivery shall be made unless consignee shall, before delivery, indicate a preferred available point, in which case the preferred delivery shall be made."

Rule 8—Claims. Section B (2) Bunching. "When, as the result of the act of neglect of any carrier, cars destined for one consignee, at one point, are bunched at originating point, in transit, or at destination, and delivered by this railroad is accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carrier's agent within fifteen (15) days."

Section D. The following new paragraphs are added:

1 "When a mailed notice has been delayed, the postmark thereon shall be accepted as indicating the date of the notice."

(2) "When a notice is mailed by carrier on Sunday, a legal holiday or after 3 p.m., on other days (as evidenced by postmark thereon), the consignee shall be allowed five (5) hours additional free time, provided he shall mail or send to the carrier's agent, within the first twenty-four (24) hours of free time, written advice that the notice had not been received until after the free time had begun to run; in the case of failure on the part of the consignee so to notify carrier's agent, no additional free time shall be allowed."

Rule 9, Section C. Classifying different kinds of cars is eliminated.

Rule 8, Weather Interference. Has been changed in some particulars, but the important change is one of construction by the railroads rather than in the actual wording of the rule. For instance, Section A, Rule 2, reads: "When shipments are frozen so as to prevent unloading during the prescribed free time, or when, because of high water or snow-drift, it is impossible to get to cars for loading or unloading, during the prescribed free time, no demurrage shall be assessed." Under the present practice of the railroads, the expression "get to cars" is constituted to mean to reach them after arriving on the property of the railroad. In other words, high water or snow-drifts on roads leading to the stations are not considered as included in the exemption.

It is now understood that this construction is withdrawn and that the rule will be constituted as it reads, namely that a shipper or consignee in getting to station to load or unload a car shall be entitled to the exemption provided others similarly situated and under the same conditions are able to load and unload the cars.

While, in a great many instances, the cancellation of the four-day rule and the substitution therefor of the two-day rule is by no means entirely offset by the more liberal rules, at the same time the new code, as it will be when the above changes are incorporated on or about September 1st (especially when coupled with the advantages gained by the opportunities to secure the advice and aid and interpretation of the Demurrage Commissioner, Mr. Thomason), will provide a set of rules that, all things considered, will be found, it is believed, to be fair to all parties, although as time goes on it is possible that other changes will be found essential or desirable.

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Report of the Port of Worcester

Charles H. Pinkham, Deputy Collector of Customs

THE annual report of the Deputy Collector of Customs of the Port of Worcester for the fiscal year ending June 30, 1912, shows a total of 17,240 packages received, valued at $744,957 on which duties were collected amounting to $164,416.61.

This was slightly in excess of the total for the year 1911. Some idea of the bulk of the imports for the year can be obtained from the fact that it would require a train of 665 freight cars to transport all of the articles.

The report for the month of June shows 685 packages received, valued at $32,395, on which duties were paid amounting to $8,883.96.

The articles included: Germany, hosiery, manufactures of leather, hides, cottons and celluloid, crockery, toys, books, wearing apparel; Great Britain, whiskey, machinery, linen thread, wool, books, leather; France, laces, silks, books, grape seed oil, enamel, regalia, church articles; Sweden, chemicals, mineral water, pine oil, books, clocks; Switzerland, hides; Spain, wine; Canada, carborundum, canned lobster, castings; Syria, wool; Ceylon, tea.

Failures For Six Months

There were sixty-eight failures involving liabilities aggregating $564,847, and assets of $187,936, in Worcester county the first half of 1912, according to the records of O. C. Ansley, manager of the Worcester offices of the R. G. Dun & Co., commercial agency.

June was the lightest month of the period, only four failures being recorded with liabilities of $15,920 and assets of $3,012.

January was the heaviest of the six months, the failures numbering 20 and the liabilites amounting to $250,633, and assets of $78,406.

Fifty-seven failures representing liabilities of $304,738 and assets of $93,797 occurred in the corresponding period last year.

The bankruptcy records for the first six months of the last five years follow:

Month	Failures	Liabilities	Assets
1912			
January	20	$250,633	$79,400
February	9	79,605	26,585
March	10	46,955	24,204
April	13	101,480	34,233
May	12	70,254	20,496
June	4	15,920	3,012
Totals	68	$564,847	$187,936
1911			
January	14	$65,658	$23,949
February	7	84,794	33,790
March	9	78,557	12,450
April	12	42,410	12,935
May	7	14,784	4,771
June	8	18,535	5,902
Totals	57	$304,738	$93,797
1910			
January	11	$52,294	$12,789
February	4	5,851	750
March	6	121,348	3,053
April	10	242,830	159,276
May	9	52,226	16,746
June	11	103,700	40,481
Totals	51	$578,249	$233,095
1909			
January	10	$37,242	$7,270
February	9	54,043	8,847
March	11	46,701	15,656
April	17	452,787	150,769
May	12	58,904	26,892
June	8	19,676	7,150
Totals	67	$670,353	$216,484
1908			
January	17	$86,506	$31,967
February	8	56,123	6,201
March	9	52,999	15,485
April	14	488,293	140,950
May	3	5,608	2,415
June	3	233,575	96,250
Totals	54	$923,104	$294,268

Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., July 20, 1912

	Bid	Asked
BANKS.		
Mechanics National Bank	167	
Merchants National Bank	190	200
Worcester National Bank	215	
Worcester Trust Company	230	
RAILROAD STOCKS.		
Boston & Albany		218
Boston & Maine common	97¼	100
Boston & Worcester Elec. common		9⅝
Boston & Worcester Elec. pfd	53	
Fitchburg preferred	125½	126
New England Inv. & Sec. pfd	94	96
New York, New Haven & Hartford	135	136
Norwich & Worcester pfd	210	
Providence & Worcester	281¾	
Worcester, Nashua & Rochester	149	150
Worcester Railways & Investment	80	
INDUSTRIAL STOCKS.		
Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	125	135
Graton & Knight Mfg. pfd	116	118
Norcross Bros. Co. pfd	100	101
Reed-Prentice common		85
Reed-Prentice pfd	101½	103
Royal Worcester Corset Co	200	
United States Envelope common	97	100
United States Envelope pfd	117¼	118
Worcester Gas Light	295	300
Worcester Electric Light	102	
Wright Wire Company common	108	112
Wright Wire Company pfd		
BONDS.		
Amer. Writing Paper 1st 5s	90	90¼
Boston & Worcester St. Ry. 1st 4½s	95	98
Crompton & Knowles 1st 6s	4½	basis
Crompton & Knowles deb. 6s	5%	basis
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	101	103
Worcester Cons. St. Ry. 1st 4½s	101	
Worcester & Marlboro St. Ry. 1s 5s	98	101
Worcester & Southbridge St. Ry. 1st 4½s	95	100

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June Building Operations

City	1912 Cost	1911 Cost	Per Cent. Gain	Per Cent. Loss
Atlanta	$589,238	$612,334		3
Baltimore	522,751	933,243		44
Birmingham	359.235	224,881	59	
Buffalo	2,226.000	968,000	120	
Cedar Rapids	158,000	198,000		20
Chatanooga	47,920	91,295		43
Chicago	10,653,900	7,126,100	49	
Cincinnati	814,346	2,271,480		64
Cleveland	1,669,379	1,979,034		15
Columbus	579,116	719,055		19
Dallas	561,914	1,016,958		44
Des Moines	89,010	115,170		22
Detroit	2,115,160	1,400,190	51	
Duluth	244,105	254,985		4
Fort Wayne	300,980	341,650		11
Grand Rapids	271,420	186,105	45	
Harrisburg	119,730	97,650	20	
Hartford	1,926,140	1,213,640	58	
Indianapolis	1,038,150	857,157	21	
Kansas City	1,342,502	946,243	41	
Los Angeles	3,488,337	2,790,521	25	
Manchester	129,377	126,511	2	
Memphis	709,326	686,330	3	
Milwaukee	3,187,395	1,144,871	178	
Minneapolis	1,328,125	1,818,865		26
Nashville	92,027	131,827		30
Newark	1,099,276	1,144,639		3
New Haven	388,409	465,560		16
New Orleans	234,637	382,770		38
New York	19,896,173	20,552,623		3
Oakland	894,734	610,575	46	
Paterson	210,367	300,083		29
Philadelphia	3,996,785	4,440,465		9
Pittsburg	1,109,528	1,179,563		5
Portland	1,176,605	1,832,855		35
Rochester	1,251,406	972,766	28	
St. Louis	1,931,076	1,786,176	8	
Salt Lake City	785,150	365,200	115	
San Antonio	181,752	218,644		16
San Francisco	2,054,542	1,954,501	5	
Scranton	155,229	301,777		48
Seattle	781,915	788,405		1
Shreveport	131,344	152,610		13
Spokane	430,925	367,005	17	
Toledo	375,858	369,190	2	
Wilkes-Barre	751,185	208,489	260	
Worcester	769,927	421,098	82	
Total	$73,170,416	$67,067,079	9	

Data on Compensation Act

This Board has been exceedingly fortunate to secure for the use of its members a mass of correspondence and literature bearing on the general subject of workingmen's compensation for industrial accidents, which will prove of valuable assistance to members who come under the terms of the new Workingmen's Compensation Act which became effective in Massachusetts on July 1.

This material was secured through the courtesy of Mr. Edson S. Lott, President of the United States Casualty Company of New York, who represented the old line companies in that very interesting debate on the new Compensation Act held under the auspices of this Board on the night of June 10. It treates the subject from various phases and is in no wise intended as an argument, in favor of the old line companies in opposition to the State Insurance Associations.

The literature includes:

Copies in pamphlet form of workingmen's compensation laws enacted in the States of Massachusetts, California, Illinois, Kansas, Michigan, Nevada, New Hampshire, New Jersey, Ohio, Rhode Island, Washington and Wisconsin.

"Employers' Liability or Workmen's Compensation." Position of the Liability Insurance Companies.

"A Consideration of the Enactment and of Certain Questions that Have Arisen under the Illinois Workmen's Compensation Law." Moses Rosenthal and Kennedy.

"Workmen's Compensation; Scope and Application of the Wisconsin Law." William A Fricke.

"Shall the State Engage in the Insurance Business?" Steele.

"A Novelty in Legislation." Will G. Graves.

"State Employers' Liability or Workmen's Compensation Insurance." Lott.

"The Advantages of Uniform Accident Schedules." Lott.

"The Practical Results of Workingmen's Insurance in Germany." Dr. Ferdinand Friedensburg.

Addresses made at the Fifth Annual Meeting of the Liability Association.

"The Cost of Workmen's Compensation." The Market World and Chronicle.

Copies of a number of papers and letters prepared by President Lott on the general subject, in answer to inquiries of state officials and prominent manufacturers throughout the country are also included, as has been a pamphlet containing a list of literature pertaining to Workmen's Compensation, which may be secured if desired.

These include letters to Hon. C. A. Palmer, Mr. Francis H. Bohlen, Hon. Harvey E. Garmen, Mr. Samuel Botterill, Mr. Fred. C. Schwedtman, Mr. Francis Feehan, Hon. John T. Clarkson, and Massachusetts Employee's Insurance Association.

These various pamphlets and papers have been placed on file at the office of this Board where they will be available to members who care to examine them.

July Failures

Eight failures, involving liabilities of $34,295 and assets of $10,427, occurred in Worcester County in July, according to figures furnished by O. C. Ansley, manager of the Worcester office of the R. G. Dun & Co. commercial agency.

The July record last year was six failures, representing liabilities of $40,503 and assets of $15,811.

Bankruptcy records for the same month in other recent years are:

For 1910, failures 14, liabilities $65,821, assets $5566; for 1909, failures 19, liabilities $44,148, assets $12,650; for 1908, failures seven, liabilities $80,308, assets $42,950; for 1907, failures four, liabilities $25,341, assets $17,670; for 1906, failures 11, liabilities $52,901, assets $32,545.

Postoffice Receipts

The receipts of the Worcester postoffice for the month ending July 31 showed a marked increase over the total for the corresponding period in 1911.

According to figures supplied by Postmaster James W. Hunt at the close of business on July 31, the sales for July totalled to $36,534.17 against $33,727.88 for July, 1911, an increase of $2806.29.

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Disbursements in August

According to the usual monthly compilation by the New York Journal of Commerce, investors in American securities will receive during August the sum of $100,385,675, representing dividend and interest disbursement by railroad, industrial and traction corporations. This total is an increase of $7,702,367. Of the total, dividends will call for $45,285,675, which is $1,802,367 above last year, while industrial corporations will distribute to stockholders $21,927,704, an increase of $3,303,360. Twelve additions to the dividend list are reported and four deletions. Three increases in distributions are noted. These include Amalgamated Copper, Cambria Steel and the Cities Service Commission. Railroad dividends are lower by $1,812,329. How large a proportion of these August payments will seek the market in the form of reinvestment cannot be predicted.

Bank Clearings

Bank Clearings in Worcester, for July, 1912, as reported from the Worcester Clearing House, show a substantial increase over the same period for 1911.

The figures are: July, 1912, $11,216,542; July, 1911, $10,286,794.

Bank clearings in American cities for July aggregated $13,835,691,116, a gain of 2.4 per cent. over June, of 7 per cent. over July, 1911, of 3.7 per cent. over July, 1909, and to that extent the largest total ever recorded in the seventh month of the year.

For seven months the country's clearings are 7.5 per cent. in excess of the corresponding time last year.

Current Events

General

July 4. Safe and sane observance of Independence Day a pronounced success.

Cornerstone laid for new G. A. R. home on Pearl Street.

11. Dr. Merrick Lincoln succeeds Dr. M. G. Overlock as State health inspector of the 11th district.

12. Members of the First Church of Christian Scientists plan for new church edifice at Oberlin and Main Streets to cost $35,000.

14. Fire does $5000 damage at Hotel Carlyle.

15. Legislative Recess Committee on Transportation Facilities inspect routes of proposed trolley extension in Worcester County.

Reproduction of olden times at annual midsummer lawn fete of Worcester Continentals.

20. Annual outing of Worcester Republicans at Edgemere.

22. Annual summer congress of Eastern Division of Scandinavian Salvation Army opens in Belmont Hill Park.

24. Board of Trade votes to entertain delegates to Fifth Annual Congress of the Chambers of Commerce of the World on September 30.

29. Dr. Henry Goddard Leach, Cambridge, formerly of Worcester, appointed secretary and managaing director of American Scandinavian Foundation of $500,000 to spread Scandinavian culture in America.

Annual outing of New England alumni of Holy Cross College at Warwick, R. I.

City Affairs

July 1. Last of gasoline street lights are replaced by 500 Tungsten lights.

City Hospital one of chief beneficiaries of $150,000 estate of Solomon Wolf.

Opening of 1912 season of public playgrounds.

9. District Fire Chief William B. Spooner sustains fractured skull in collision with the insurance fire patrol.

15. Tax rate for 1912 fixed at $17.20 per $1000 valuation, an increase of twenty cents over 1911.

16. Trustees of Industrial Trade Schools vote to have alterations made at Girls' Trade School to include an assembly hall on the upper floor.

17. The mayor, after a trip of inspection of the Highland District, planned to call attention of Sewer Committee to need of additional sewers in the section.

27. Members of Holyoke City Council entertained by Worcester city officials.

30. Arrangements completed for series of playground athletic meets.

31. Thirty-five parcels of land on which 1911 taxes were not paid sold at public auction by city; smallest amount in years.

Industrial

July 1. Worcester Pressed Steel Co. extends time for closing bids on new factory buildings.

Benoit-Tremblay Co., 362 Grafton Street, cabinet makers, announce plans for new two-story factory building.

2. Oliver B. Wood and Herbert Wesby buy Gage property at 50 Pearl Street for site of modern printers' building.

3. Norcross Bros. Co. awarded $120,000 contract to build bank building for Peoples Savings Bank of Providence, R. I.

9. Fourth annual outing of employees of Hobbs Manufacturing Co. at Edgemere.

12. Eight-story business block planned by J. Lewis Ellsworth at 74 to 78 Front Street to be occupied by American Supply Co.

Osgood Bradley Car Co. ship six freight carloads of trolley cars to Dallas, Tex.

14. Interstate Commerce Commission order cut in express rates which reduce charges from Worcester as high as 50 per cent. in some instances.

Second annual summer school of agents of Norton Company opens in Greendale.

17. Central Labor Union, at annual meeting, plans to ask city for permission to use schoolhouses for meetings.

Announcement made of election of George I. Alden as president of the Norton Company, to succeed the late Milton P. Higgins.

George E. Duffy buys dwelling and land at 5 Claremont Street owned by John Legg. Assessed value of property $22,600.

18. Work started on foundation for $50,000 apartment block at 21 Chandler Street to be built by J. W. and G. N. Hall.

19. Norcross Bros. Co. awarded contract to build $75,000 residence for Matthew J. Whittall in Shrewsbury.

State boiler inspector, W. W. Ramsey, transferred to Fall River District and Harry E. Morton of Boston District ordered to Worcester.

22. Boston & Albany Railroad ask for bids for new equipment totalling $6,000,000.

23. Worcester Electric Light Co. plans transformer station to be located near Tainter Street.

J. P. Keating gets $62,800 contract to build wing on Bloomingdale Hospital.

26. Employees of Wire Goods Co. have annual outing at Revere Beach.

Swift & Co. absorbs business and plant of Hammond Beef Co.

30. Worcester Cold Storage and Warehouse Co. plans to build $125,000 building similar to one in use at 106 Franklin Street.

Rockwood Sprinkler Co. buys property along Boston & Maine Railroad on Sackville Street as possible site for new plant.

31. Members of Worcester's militia companies prepare to leave for Eastern war maneuvers.

Post 10, G. A. R., completes plans to send representative delegation to attend national encampment at Los Angeles.

Necrology

July 1. Of intestinal obstruction, at his home 7 Westminster Street, Albert B. F. Kinney. Prominent in church work and out-of-door sports, aged 71 years, 9 months and 5 days.

9. Of cancer, at St. Vincent Hospital, Rev. Francis W. Gunn, S.J., professor of mathematics and mechanics at Holy Cross College, aged 62 years, 2 months and 29 days.

18. Of cirrhosis of the liver, at his home in Princeton, John Belknap Marcou, geologist, formerly of the Smithsonian institution, Washington, D. C., aged 62 years, 4 months and 6 days.

22. Of heart disease, at his home in Still River, Edwin L. Vaughn, former chief of Worcester Fire Department, aged 68 years, 10 months and 5 days.

23. Of pneumonia, at his home in Denver, Col., Rt. Rev. Henry W. Warren, bishop of the Denver M. E. Church, at one time pastor of Laurel Street Methodist Church, aged 81 years, 6 months and 17 days.

26. Of heart disease, at his home, 12 Walnut Street, Harvey B. Wilder, former registrar of deeds at the Court House, aged 75 years and 12 days.

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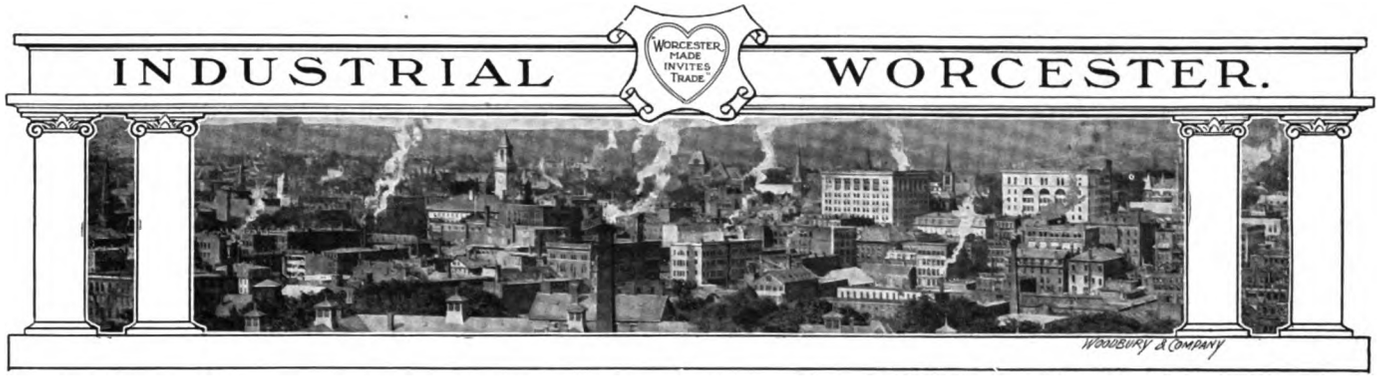

The Development of Suburban Real Estate

During the last five years Worcester has passed through one of the greatest periods of development of suburban property into residential districts in its history. Tracts of land have been acquired in all sections of the city, thousands of dollars have been expended for improvements, to be followed by the purchase of desirable house lots by the Worcester resident who has tired of life in the congested sections of the city and has had that longing to get back to the land and still keep within a five-cent car fare of City Hall.

On the north, east, south and west of the city these land development schemes have been under way. Some have not only been financial successes for the promoters but have added a distinctly desirable residential section to the Heart of the Commonwealth. Other tracts, and this is true in all communities, have been but partially developed, and the lots sold without any restrictions; but fortunately in Worcester these have constituted a very small minority of the whole.

Among the better class of development is that of "Applecroft," the city estate of Burton W. Potter.

This property was taken over by Lincoln Potter about three years ago, and presents to-day an excellent example of what can be done with pasture and meadow land placed in the hands of the modern landscape artist and then turned over to architects to design quaint and cozy cottages of various styles to grace the site.

"Applecroft," the foundation for this recent interesting development, had been the city estate of Mr. Potter for twenty years. It comprised eight acres of land, located about one and one-fourth miles north of City Hall on Salisbury Street. The high ground without a disagreeable or tiresome climb from the business district makes the site an excellent one, enhanced as it is by its approach through one of the most beautiful sections of Worcester.

AN ENGLISH COTTAGE TYPE

A REAL ENGLISH DESIGN

Until the recent development of the property the entire estate was kept intact by Potter. Then, after reserving his city residence and about one acre of land, he sold the remainder to Lincoln Potter, a son, and the transformation began.

The property is directly at the end of the Salisbury Street trolley line, and its surroundings are unusually attractive. Institute Park is on the right but a stone's throw from the site. On the left are the grounds and buildings of Worcester Polytechnic Institute, with the new home of the Antiquarian Society close by.

A COUNTRY HOME, TEN MINUTES FROM CITY HALL

Two streets pass through the property, both constructed since the land development commenced. Otsego Road runs east and west from Monadnock Road to Forest Street, and Fenimore Road runs north from Otsego Road to the end of the property. Both streets are flanked with excellent examples of the single cottage of high class design and construction, with stucco and ornamental brick predominating as building material.

These features place the real stamp of individuality on this particular property. In no other recent land development in this city does there appear to be so

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many concrete dwellings of the modern type erected. Various styles of architecture were employed by Mr. E. P. Fitzgerald, who designed the cottages, that each might have its own exclusive design. Old English and Colonial styles, with modifications of each or both, prevail.

Practically every dwelling on the property, of which some are

ANOTHER ENGLISH COTTAGE

shown in connection with this article, were built by Mr. Potter before the property was sold. This plan was highly successful and insured the owners that no undesirable houses would rise up in that particular section.

Stucco seems to have been the most popular material for con-

A COLONIAL MANSION

struction of these dwellings, a material which is finding favor throughout the country where up-to-date single dwellings are being constructed.

To many stucco is looked on as being a new material, one which has suddenly sprung into favor. This mistaken idea, for such it is,

A TYPE OF ITALIAN RENAISSANCE

has been held by many, and concerning which Phillip T. Abbott, writing in the current number of *Suburban Life*, says:

"There are two views held by the uninformed in regard to stucco that I particularly delight to inveigh against. One is that stucco is a new building material or method; and the other is that it is costly, adapted only for the more expensive houses.

ENGLISH HALF-TIMBER

"As to the first, why, stucco is 'as old as the hills.' Its present vogue is simply a revival of popularity. Only the other day our daily newspapers told of certain new finds in the excavations at Pompeii. In the Street of Abundance eight houses, buried over 1800 years, were brought to light. The cable tells us of two of them:

"'The walls of the house toward the side street is covered with red stucco on which are scribbled notices of elections.

"'The walls of the third house are plastered with white stucco covered with inscriptions in favor of a Duumvir.'"

Worcester Firms Get Contract

Worcester contractors continue to gather in their share of the real big building contracts of the year which have been advertised from various parts of America and let to recognized building concerns on their low bid.

Norcross Bros. Co. has the contract for the construction of a $600,000 bank building to be erected in Montreal Can. for the Royal Trust Co. of Canada. The handsome structure is to be located on a valuable building site in the heart of the financial district from which old buildings are now being razed.

The J. W. Bishop Co. has two valuable contracts to engage its attentions for some time to come. One is the construction of the proposed beautiful picture wing for the Boston Art Museum at an estimated expense of $600,000 and the other is the building of a $130,000 auditorium building at Vassar College, Poughkeepsie, N. Y., which is to be ready for occupancy in the spring of 1913.

The company is at present finishing the Oliva Josselyn Hall at Vassar, a handsome dormitory building which is being erected at a total cost of $225,000 and is to be ready for occupancy at the beginning of the fall term.

Further Development Planned

The Hart Renting & Power Co. has bought from Stenberg & Co., Inc., land and buildings at Austin street and Houchin avenue and also a three story factory building which adjoins the property on Houchin avenue.

The property is acquired for developing business and small manufacturing facilities in that section and to increase the present holdings of the company in the vicinity.

The company has announced that about $50,000 will be expended in improvements on the property, which will include the building of a six story business and apartment block. The right of way on Houchin avenue goes with the property and can be closed if the company desires and used as a building site.

It is planned to provide heat and power for the present buildings and proposed building from the central heating and power plant in the big manufacturing building at Austin and High streets.

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The Independent Co-operative Bank

The Independent Co-operative Bank, youngest of all Worcester banking institutions has just celebrated its first birthday, being duly recognized by the state of Massachusetts and under the supervision of the Bank Commissioner since 1911.

The institution had no formal celebration of its initial anniversary. It simply made note of the fact on its record book; elected, or rather re-elected, officers for the ensuing year and sent out a statement to its stockholders that the first year had been entirely successful, far more so than the charter members ever anticipated it would be.

The history of this banking corporation is necessarily a brief one. The organization was brought about early in 1911 by a group of Worcester business men who believed that the growth of Worcester had enlarged the financial field to such an extent that there was room for another co-operative bank to be established and prosper. Preliminary plans were accordingly drawn up, followed by the drafting of by-laws and procedure of business.

All of these were submitted to the Bank Commissioner for consideration and after meeting with his approval the institution was organized on March 28, 1911. Albert F. Richardson, deputy sheriff in this city for several years and now keeper of the Worcester House of Correction was elected President—a position to which he was re-elected at the beginning of the present fiscal year.

The officials took immediate steps toward acquiring suitable banking rooms, deciding finally on a suite on the third floor of the Five Cents Savings Bank building.

PRIVATE OFFICE AND DIRECTORS' ROOM

This suite consists of two well-lighted rooms, one to be used as a general banking room and the other as an office for officials and a meeting room for the directors.

Rather than incur a heavy expense so early in its career the bank equipped the offices modestly, preferring to wait until its future was secure before indulging in the more lavish bank furnishings.

The furnishings, however, are substantial and complete and are of such sturdy construction as to serve the institution for some years to come.

The main office is divided into two equal sections by a regulation wire partition. Within one section are the desks and safes of the bank, while the other half of the room is used as a general business office for the convenience of stockholders and other persons interested in the bank. This section is furnished with a small writing table and a generous number of chairs.

The directors' room contains desks for the president and secretary, a directors' table and chairs. A fire place and an art square on the floor enhances the beauty of this room.

The institution was chartered on May 8, 1911, having an authorized capital of $1,000,000. As the bulk of the labor entailed in fitting up offices had been finished prior to the receipt of its charter, the bank was able to begin business on May 31, 1911.

The method of doing business, as specified in the by-laws and accepted by the Bank Commissioner, naturally follow closely the method of all co-operative banks.

The corporation has for its object the accumulation of the savings of its members and the lending of the funds so accumulated, as provided in chapter 114 of the Revised Laws and Acts in Amendment thereof and in addition thereto. The capital to be accumulated is fixed at $1,000,000 divided into shares of the ultimate value of $200 each.

The officers of the Corporation, president, vice-president, treasurer, secretary and clerk and fifteen directors, must all be shareholders.

The records of the corporation show an unusually prosperous first year. The shareholders have increased materially each month and a liberal policy of making loans to reliable persons has brought an excellent rate of interest on surplus funds which have accumulated and offered to loan at public auction at each of the monthly meetings which have been held.

One unique method of interesting the workingman in the new bank has been tried out during the year and has proven highly successful. The officials had a neat pay envelope designed, bearing on the front a neat design and advertisement of the virtues of saving.

Several thousand of these envelopes were printed on the first run and distributed among some of the larger manufacturing plants in the city, with the compliments of the bank, to be used each week by the concern in making up its weekly payroll. After the supply had been exhausted in the first factories, more of the envelopes were printed and distributed to other plants.

The idea, according to the bank officials, has been a most excellent one and has, in addition to inducing many workmen to begin a saving account, brought many good customers to the institution. Unless some other plan is adopted in this respect—and there seems to be none in sight at this time—the present plan will be continued indefinitely.

The design on the envelope is an attractive one, a comfortable dwelling being shown within a neat border, above and below which are these words: "A good bank to be with—Independent Co-operative Bank—prosperity gained by thrift. This pay envelope should contribute its share to a bank account which will bring you prosperity and success. Save a little each week and your growing account will stimulate you to increased effort."

The officers who will serve the corporation during the ensuing year are:—*President*, Albert F. Richardson; *Vice-president*, William H. Balcom; *Secretary and Treasurer*, Harry C. Robinson.

Directors, Albert F. Richardson, William H. Balcom, Herbert E. Bullard, B. Joseph Bertels, Frederick Midgley, Myles E. Costello, Charles C. Scott, Christian Nelson, Herbert A. Ballou, Harry C. Smith, Clarence N. Scott, Michael W. Donahue, Arthur E. Pero, O. Willis Rugg and John J. Power.

The bank if fortunate in its location, situated on the third floor of the Five Cent Savings Bank Building, it is right in the midst of the financial district. From the windows of either room it is possible to obtain an excellent view of the Main Street business district.

In common with other institutions of a similar nature the banking rooms are open on regular hours, both forenoon and afternoon of every business day and on the nights of the regular meetings of the corporation. No radical change in policy is anticipated during the present year, the officials believing that the first year plans are satisfactory.

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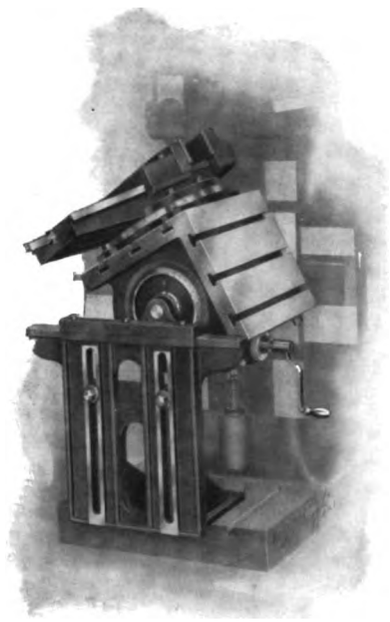
Stockbridge Shaper with Support for Swiveling Knee

The Stockbridge Machine Co., 68 Abbott St., is now equipping shapers of the swiveling knee type with an outboard support. This support is similar to the type used previously on the shapers built by this company having a standard stationary knee, and it is designed to hold the table rigidly in any position. The knee is revolved by means of a worm and gear operated by a handle conveniently located on the working side, as shown in the illustration.



A VIEW OF THE NEW MACHINE

A dial on the front of the knee, which is graduated in degrees, permits setting the table to any angle when planing bevels. One side of the knee can also be equipped with a tilting top, thus making it possible to plane compound angles.

This swiveling knee support is now applied to the 16, 20 and 24-inch back-geared shapers, and the 18-inch all-geared type. The machine illustrated is a 24-inch size. The necessity for supporting a knee of the swiveling type is just as great as, if not greater than for stationary knee, as shapers having the former design are frequently used for planing parts requiring considerable accuracy.

A New Universal Coiler

F. H. Sleeper, 12 Shafner Street, has just put on the market a new type of universal coil-making machine, which includes many new features.

The machine will coil and cut open, flat-end springs, straight, tapered and barrel shaped, right or left hand, ¼-in. to 2-in. diameter, of No. 20 to No. 10 wire, using from 3 in. to 6 ft. of wire. The output is from 35 to 100 springs per minute. In other sizes of machines wire from No. 25 to ½ in. is handled.

The machine presents a radical departure from accepted practice, which consists of coiling a long length of spring, cutting it up, and flattening the ends after heating. The wire enters the machine through rolls and is pushed through guides to the coiling and cutting-off mechanism. The rolls have two grooves, the one to take the larger sizes of material, the other the smaller sizes, thus covering the full capacity of the machine without the necessity of changes. The same scope exists in the guides. Passing to the arbor, which is half a cylinder, it is formed. If a right-hand spring, the lower cutter is employed in cutting off; if a left-hand, the upper cutter is used.

The diameter is regulated by the position of the coiling point. On the main shaft of the machine are three cams, one acting in varying the diameter of the coil, another to give the pitch or opening between the coils, and the third for cutting off. Each is quickly adjustable. Taper and barrel shapes are accomplished by a combination cam and lever motion, one cam furnishing the extremes of these forms.

New Head for Ceramic Department

Prof. Ross C. Purdy, professor of ceramic engineering at the Ohio State University, Columbus O., took charge of the laboratories and specialists employed by the Norton Company during the last month, resigning his college chair to continue his scientific work in Worcester.

He arrived in Worcester early last month and is now engaged in his chosen profession for the Norton Company where research work in ceramics has grown to be one of the most important departments of the concern during the last four years.

Prof. Purdy comes to Worcester with flattering recommendations which place him as one of the foremost authorities in ceramics in the United States. He was formerly president of the American Ceramic society and has been chairman of several committees from that society engaged in the work of standardizing ceramic formulars.

He received his preparatory education in Buffalo public and high schools, continuing his higher education in Syracuse University and Ohio State University.

Prior to his work as instructor in ceramics Prof. Purdy secured valued practical knowledge and training in the employ of manufacturing concerns. He returned to Ohio State University in 1903 as assistant in the department of ceramic engineering and later filled a position of instructor in the University of Illinois from 1905 to 1907, organizing while at that university a department of ceramic engineering.

In 1907 Prof. Purdy returned again to Ohio State University as assistant professor in ceramic engineering which he filled until 1911, when he was made professor of that department. He remained there until the close of the university for the summer, in June.

Aside from being president of the American ceramic society, Prof. Purdy was honored by being made president of the Ohio state chapter of the scientific honorary society in recognition of contributions to ceramic knowledge.

A Mammoth Ratchet Wrench

The Lowell Wrench Co. has started the manufacture of a line of reversible ratchet wrenches designed especially for heavy steel construction work.

One type, as tall and almost as massive as the man who handles it, is being built especially for tightening the main spanner bolts of an extension bridge. It takes a nut 5⅜ inches in diameter, the hole through the head permitting the passage of a 3½-inch bolt. The lever is 5 feet 6 inches in length.

Smaller sizes of this wrench are also made for lighter work, all being arranged so that they may be changed to a right or left motion at pleasure.

Adds New Department

The Wyman & Gordon Co. manufacturers of drop forging is preparing plans for a three story factory building 50 by 150 feet to provide space for the growth of its business and permit of a further expansion.

The company is at present adding a new department to its present factory which will take crankshaft forging and completely finish them ready for use in an automobile. The equipment includes Reed-Prentice and Whitcomb-Blaisdell lathes, Norton grinding machines and Becker milling machines.

Adds to Present Plant

The Benoit-Tremblay Co., 362 Grafton Street, manufacturers of various kinds of cabinet work, is to erect a new factory building on Caroline street, adjoining the present factory.

The land is owned by Z. J. Benoit, senior member of the firm and will be rented to the concern when finished.

The new building will be built from private plans. It is to be two stories high, of brick and wood construction, 30 by 40 feet, and when completed will be equipped with modern machinery.

One Way to Boom a Town

A Kansas newspaper is responsible for the story that the Commercial Club of Abilene, in that state, owns a locomotive and a string of box cars which it employs for the purpose of booming the town. When strangers are stopping at the chief hotel, which fronts on the railroad, the locomotive and box cars are run out and kept tearing back and forth in front of the hotel, so that the visitors are soon impressed with the belief that the town is fairly humming with business.

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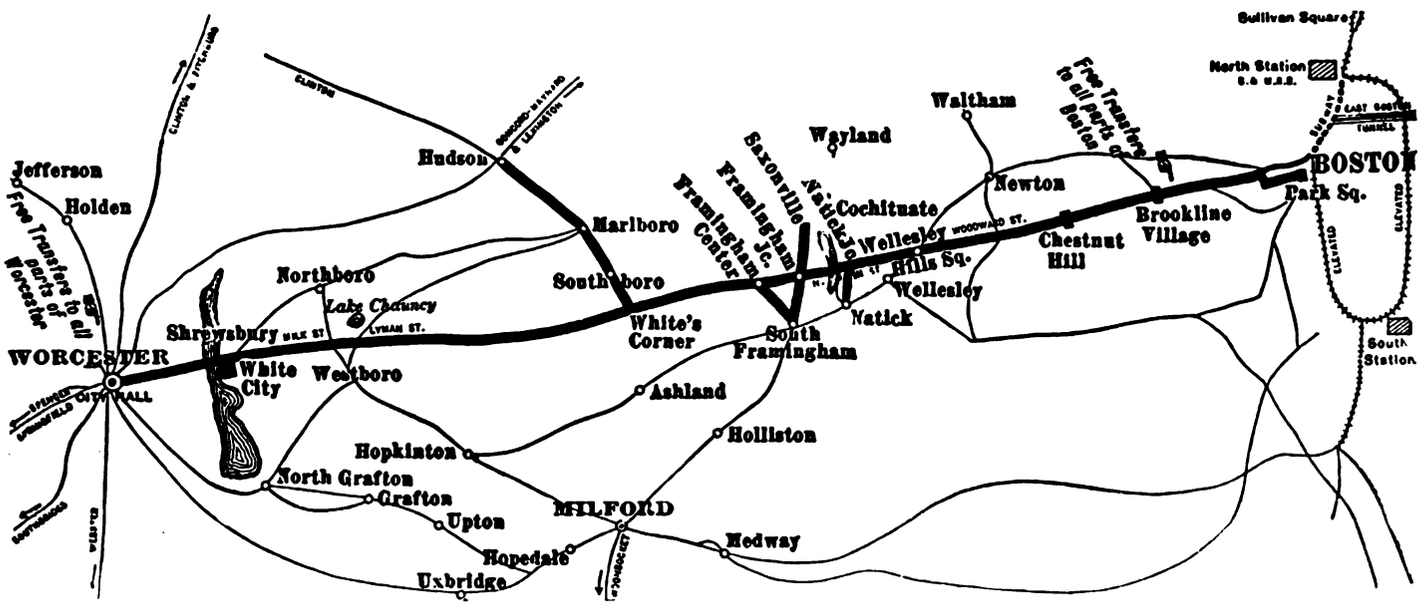
Once an Hour Limited



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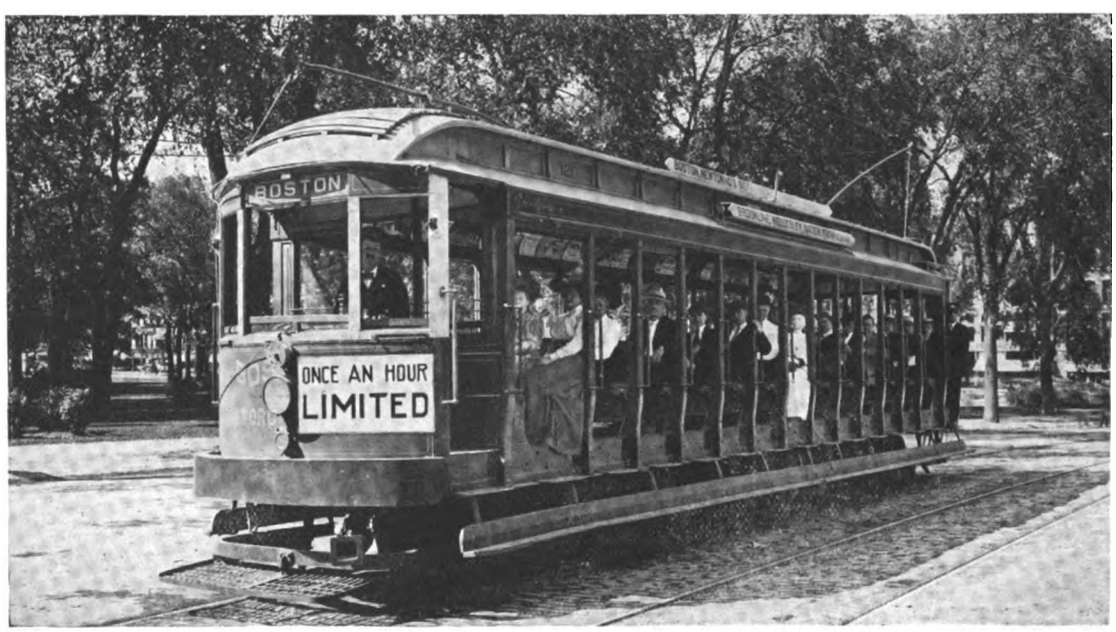

Boston & Worcester Street Railway Co.

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The WORCESTER MAGAZINE

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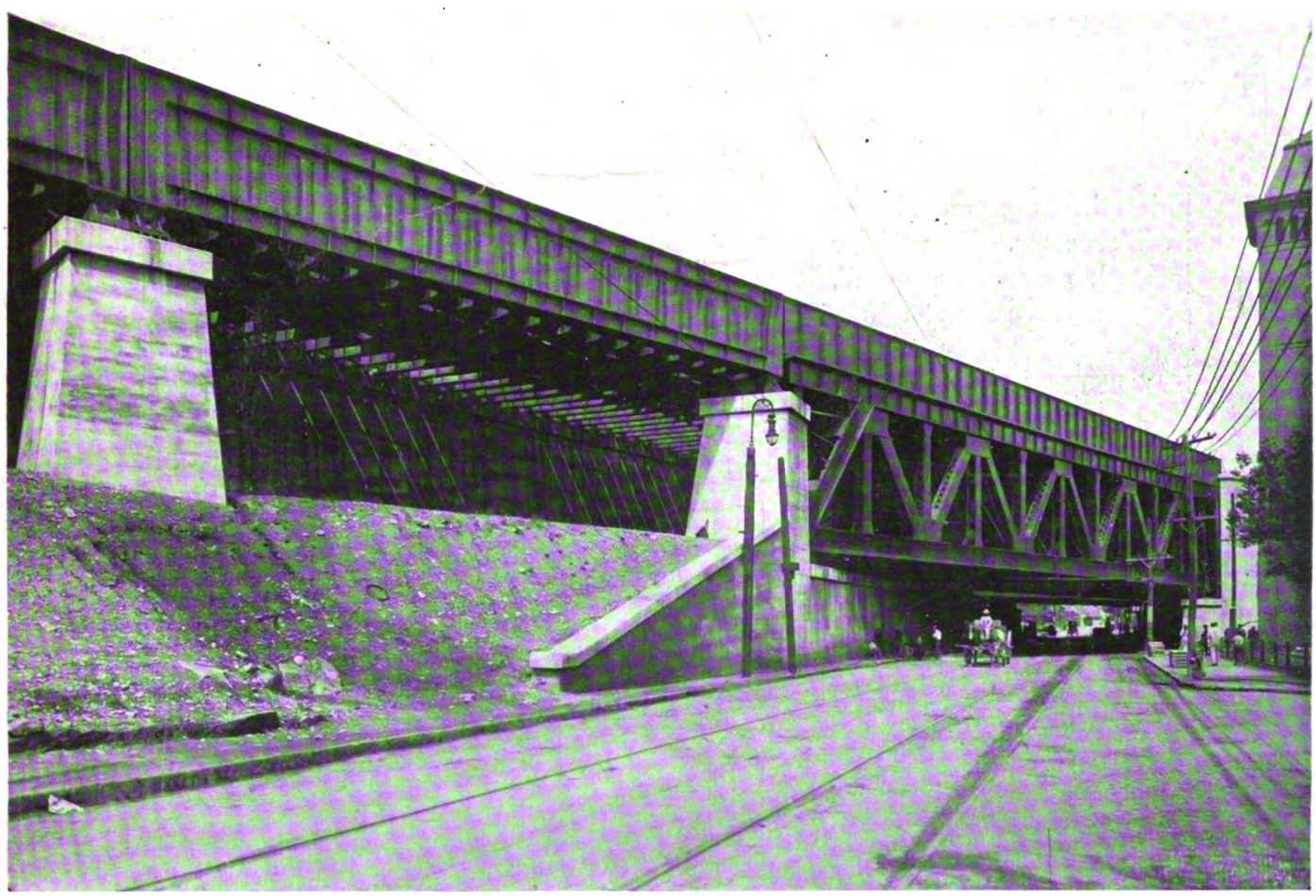

THE COSTLIEST BRIDGE OF THE SOUTHERN GRADE CROSSING ABOLITION
The Easterly End of the New South Worcester Structure, Crossing Busy Southbridge Street

SEPTEMBER, 1912

$1.50 per year

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SEP 13 1912

The WORCESTER MAGAZINE

Municipal Markets in the United States and Canada

Expressions of Opinion from the North, East, South and West, Bearing on a Much Discussed Subject in Worcester, Showing Successes and Failures of the Idea and Offering Many Suggestions Which May Be of Service to this City in Deciding the Question

WITH the Municipal market question a live topic with the taxpayers of Worcester and the probability, at this writing, of the matter coming up in the City Council at an early meeting during the present month, the question is being asked again—How have other cities fared with the so-called municipal market?

It will be remembered early in 1912, when this movement was first launched and hearings were in order to ascertain whether this City would petition the legislature for authority to take land and build structures for a municipal market, that this question was paramount in the minds of many Worcester citizens. Answers which were given were, with few exceptions, general in character. They came from citizens who, at one time or another, had lived in cities where municipal markets were in operation. Specific facts and facts were not available at that time, leaving the question an open one.

With this point in view and knowing the proximity of another hearing on the matter—when this question would be asked over and over again, the Board of Trade offers this article.

It has secured at some expense and a vast amount of time, expressions of opinion from cities in various centers of the United States and Canada, where municipal markets either have been tried, or are in operation, at the present time.

They came from the North, South, East and West in answer to a circular letter mailed from the office of this Board, a letter so drafted, that the person answering could feel safe in criticising the proposition, if it had been unsuccessful in this city. This policy enabled this Board, to secure all kinds of answers, good and bad, with as many suggestions; all of which may go toward deciding the question for the Heart of the Commonwealth.

Among the questions asked, supplemented with a request to furnish any additional data which could be given, were these:

How long has your municipal market been established?

Is it in an open square or street, or is it housed in a municipal building?

Its cost to the city?

Do farmers, hucksters, produce men, etc., pay any revenue to the city? If so, how much?

Does the market have municipal supervision, with salaried employees giving whole or part time to its work?

Is the market generally patronized by all classes of people?

Is it a factor in reducing the cost of garden truck, etc., to the consumer?

Is it considered a success by the city officials and citizens alike?

Without further introduction we present herewith, reproductions of answers received—a collection of facts and figures which we feel is ample and complete and which should furnish answers to any or all questions which may be asked concerning municipal markets.

Well Patronized in Cincinnati

Cincinnati Chamber of Commerce

Acknowledging your favor of July 19, we have pleasure in enclosing herewith information requested in regard to our municipal markets, which we trust will be of service to you in connection with your consideration of the subject.

Yours very truly,
W. C. CULKINS,
Superintendent and Executive Secretary.

The market ordinance has been in force since 1850. Some of the butchers and the florists are quartered inside the market house. Other markets are held in the open square, in various parts of the city.

The markets cost the city about $2000 per year to maintain them. Farmers pay no license; but produce men pay to the Auditor of the city $15.00 per year for the privilege of selling in the municipal markets.

The markets have municipal supervision, being controlled by a Chief Market Master and a corps of assistants. All these men are employed by the City to give their entire time to these duties.

The markets are patronized by all classes of people, and reduce very materially the cost of garden truck, etc., to the consumer. It is certainly considered by the city and the citizens generally that the market system is a success; and the markets are considered to be of especial benefit to the people who are paid on Saturday and go to market on Saturday evening.

THE PUBLIC MARKET IN ALBANY, N. Y.

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As The Plan Works In Albany

Albany Chamber of Commerce

We have in Albany a public market bounded by Hudson avenue, Grand street and Beaver street, the market proper being 250 x 300 ft. It is located three short blocks from the business center of the city and is easy of access from all directions. The market is paved with asphalt and will accommodate 350 teams. It was open for use in 1889 and cost about $185,000. We are unable to secure immediately a report regarding the expenses in operating the market for the past year. The expenses, however, for the year 1909 were as follows:

Salary of Superintendent,	$1,200.00
Salary of help account,	704.25
General supplies, repairs,	225.00
	$2,129.25
Receipts for rents,	1,217.95
	$911.30

The market is well used and at certain seasons of the year is so crowded that the teams have to occupy the adjoining streets. A large number of farmers use this market every day. We believe that it results in reducing the price of garden truck in the city, giving us fresh goods and the retail merchants handling these goods together with our citizens appreciate the fact of the market having been established in this city. If we can give you any further information we would be very glad to do so.

Yours very truly,
WILLIAM B. JONES,
Secretary.

A Quartette of Markets In Buffalo

Buffalo Chamber of Commerce

Buffalo has a system of public markets under the supervision of a Superintendent of Markets, appointed by the Mayor, who receives a salary of $2,200 a year.

The present markets are:

Elk street market, wholesale and retail and commission market.

Broadway market, retail.

Washington market, retail.

Clinton market, retail and Hay market.

Hours of opening and closing the markets are: From April 20 to November 1, 4.30 a. m. to 2.30 p. m.; November 1 to April 20, 5.30 a. m., except Saturdays, when the closing hour is 10.30 p. m. The markets are closed on Sundays and legal holidays.

The rentals and fees are fixed by the Common Council, with the approval of the Mayor. The stall and booth tenants are required to take out a yearly lease, and the rents are paid to the City Treasurer in four quarterly payments in advance.

The farmers, market gardeners and hucksters pay a daily fee, a single wagon paying 15 cents and a team 25 cents. The fee is collected by the Superintendent or his assistants, who in turn issue a certificate showing that the fee has been paid. The revenues of the markets for the last fiscal year totaled $60,138.64.

Baltimore—A Pioneer in Markets

Office of the Comptroller, Baltimore, Md.

I can best reply to your letter of July 19th, addressed to the Secretary of the Baltimore Chamber of Commerce, which has reached me by reference, regarding the municipal markets at Baltimore, by enclosing a copy of my letter of November 10th, 1911, addressed to Mr. H. E. Plummer, Inspector of Buildings, Portland, Oregon, which will give certain information on the subject, and I am also sending you to-day, under separate cover, copy of report of this department for the year 1911, which gives historical and financial data on our markets.

As to the rules and regulations, pertaining to the municipal markets, I would refer you to Article 23 of the Baltimore City Code of 1906, a copy of which I presume you can have access to at once of your public or law libraries.

Yours very truly,
JAMES F. THRIFT

Answering the questions propounded in your letter, I beg to advise you as follows:

About 600 wagons are accommodated by curb space at our Lexington market which is our largest and most popular market.

There are about 1200 booths in Lexington Market.

No accommodations are given to the public in the way of restaurants, rest rooms, etc., but the proposition of placing Comfort Stations in the markets is now being considered.

The markets are within easy access of the center of population, and there being eleven markets in the city, there is at least one close to almost every locality.

Car lines pass by, or through, all of the markets.

Several of our market houses are more than one story in height, and the second stories of such houses are used as public halls, but there is very little revenue derived from this source at present. A number of years ago when there were not so many public halls in the city, the halls over the market houses were used to a greater extent. These halls are also now used for the accommodation of such organizations as the Boys' Brigade and Night schools from which little or no revenue is received by the City.

The Assistant Market Master of Lexington Market estimates that about 50,000 visit Lexington Market on market days.

There is no delivery service in connection with the markets, but each dealer delivers his own sales to his customers—i.e., when the customers do not carry the goods themselves from the markets to their own homes.

The project is considered a good investment for the city, and it is our intention to have the present scale of rates revised in order that a larger revenue may be derived from the markets.

If Baltimore were to decide the matter again and build, it is probable that changes in the locations would be made to suit the present centers of population, and the construction and arrangement of the buildings would naturally be on a more modern scheme.

For the cost of the buildings, see pages 344–345 of the Comptroller's Report for 1910.

The center aisle of our Lexington Market is 20 feet wide, and the side aisles 6 feet wide.

The streets or alleys for wagons should be sufficiently wide to give easy access and avoid confusion. Baltimore being an old town, having been incorporated in 1796, and the lines of the streets having been laid out prior to that time, you can understand that some of our streets are not as wide as they would be if we were to-day to lay out a new city.

Stable facilities are not provided for the horses at any of the markets but it is probable if we were to build a new market that at least stable yard facilities would be provided. At our Lexington Market the countryman and others who bring their goods to market, place their wagons against the curb, and the horses are placed in a private yard nearby. At our other markets, the horses are taken from the vehicles and must remain alongside them during the whole time the owners stand in the markets.

I might say that prior to the Act of Incorporation of Baltimore on December 31st, 1796, by which power and authority was given to erect and regulate markets, the Legislature of the State of Maryland had established three markets within the City of Baltimore.

Also, in the beginning the City appropriated a sum of money for the purchase of the ground on which the proposed market house was to be erected, and a sum of money was also appropriated for erecting market house. Then, when the Market house was erected, the stalls therein were sold and a very satisfactory return was derived therefrom, and since the stalls were sold the only revenue derived by the City for the use of the stalls in the markets has been the annual rental and license, but whether this would be the practice to-day if we were to build a new market, we cannot say offhand. Some of our stalls, particularly those in Lexington Market, net the City a license of $5.00 and a rental of $20.00, total $25.00 annually, and those stalls in a great number of instances are not owned by the persons who occupy the same, but are owned by investors and have a value of from $1,000 to $3,000, and the owners sub-rent the stalls to the occupants at a rate greatly in excess of the rent derived by the City.

Generous Patronage in Rochester

The Rochester Chamber of Commerce

In reply to your inquiry of the 19th inst. for information regarding our public market, would say that same has been in operation for seven years and is located in an open square. Its cost to the City was about $200,000, and in reply to your question regarding the revenue derived from the market, we are enclosing you a copy of the Municipal Code covering the market ordinances; also a map of the public market.

The market is generously patronized by all classes of people, and is a factor in reducing the cost of garden truck to the consumer. It is considered a very great success by the City and citizens alike, and is already too small. Plans are under way to increase its present capacity.

We trust this information will be of service to you, and remain

Very truly yours,
Rochester Chamber of Commerce.
ROLAND B. WOODWARD,
Secretary.

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Concerning the rentals and rates of this market the Rochester City Council adopted this rule:

On the first Monday in April each year, when such advertisement may be made at such date as the Market commission shall determine, the Market commissioners shall advertise for sale all available privileges, places and stands in said market and, on the day set forth in said notice, they shall sell, contract and award such privileges, places and stands to the highest responsible bidders; but the minimum annual rates for which stands may be sold shall be $30.00. Any unoccupied place or stand in said market may be rented by the market master at any time, for a period shorter than one month, at the rate of 15 cents per day, for each one horse vehicle and 25 cents per day, for each team.

If I have not sufficiently covered the subject, let me know what further information is wanted and I will endeavor to supply same.

Yours truly,
JOSEPH F. GRAY
Executive Officer.

What New York City has to Offer

Department of Finance, City of New York.
William A. Prendergast, Comptroller.

In reply to your communication of the 19th instant, requesting information concerning the public markets of this city, I beg to enclose copy of a report dealing with the present public markets of The City of New York and an abstract of the laws and ordinances governing the markets.

Any further or special information you may desire on the subject, I shall be glad to furnish on application.

Yours respectfully,
WILLIAM A. PRENDERGAST,
Comptroller.

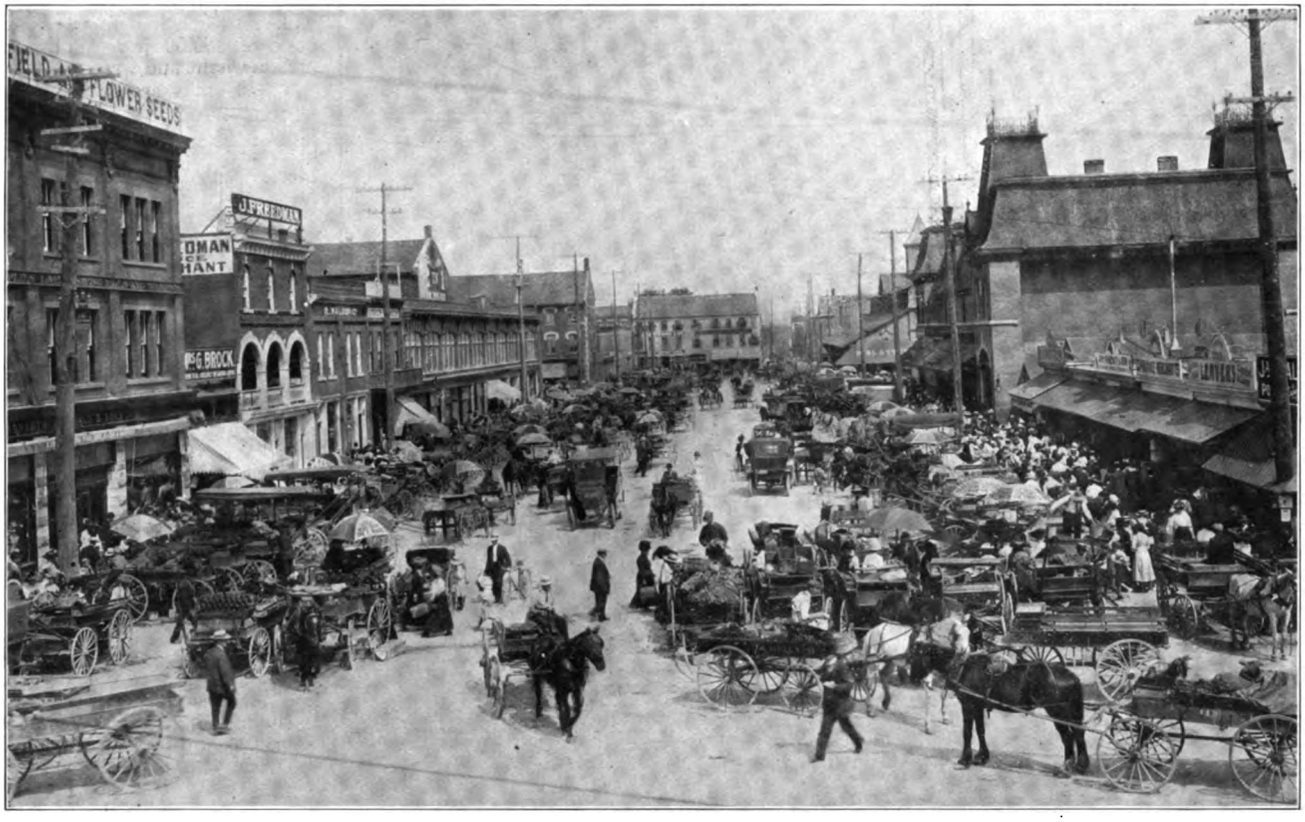
The City of New York now has under its jurisdiction six public markets, namely: Washington, Fulton, Jefferson, West Washington and Gansevoort Markets in the Borough of Manhattan, and Wallabout Market in the Borough of Brooklyn.

Washington Market (Retail). Established 1813. Covered market, 175 x 253 ft. Assessed valuation of land $1950.00. Building $50,000. Average charge per square foot $2.00 annually. Size of stands from 5 x 5 ft. to 9 x 12 ft.

This market is located in the lower westerly part of Manhattan and the trade is principally with restaurants in the downtown business section and individuals doing business in the city and residing in New Jersey suburbs. Open from 5 a. m. to 6 p. m. daily, except on Saturdays when the closing hour is 11 p. m.

Fulton Market (Wholesale—Fish; Retail—General). Covered market, size 203 ft. 4 x 170 ft. Assessed valuation of land $450,000; building $75,000. Average charge per square foot $2.00 annually. Size of stands from 5 x 5 ft. to 9 x 12 ft.

Located in the lower easterly part of Manhattan. Twenty-five years ago the revenue from this market was 100% more than at present. The opening of the Brooklyn and other bridges and tunnels



A SECTION OF OTTAWA, CAN., PUBLIC MARKET

Savannah's Old Market

Savannah Chamber of Commerce

Responding to yours of July 19th:

Savannah can be said to have pretty well tried out the Municipal Market question which you now have under consideration. Our City Market was established in 1763. The building now in use was erected in 1871 at a cost of about $160,000. It is of heavy stone, brick and iron construction. Improvements of estimated cost $39,000 are now being made. It is in a downtown location, near the center of the original Savannah, and occupies a square with streets on all sides. This square is one of about twenty-five designed for park purposes in Oglethorpe's plan of the City as laid out in 1733. The building covers a little more than an acre.

The market has always been well patronized, by all classes of people, and there is no question but that it has been a positive factor in the economical distribution of food stuffs. The stalls in the interior are rented by the year, generally by auction plan, to butchers, fish mongers, hucksters, bakers, florists, etc., On the outside congregate country wagons and the smaller hucksters' stands. Country wagons selling at the market pay 15 cents per day for single wagon, 25 cents for double wagon; sometimes a less charge is made if there is comparatively a small quantity of stuff to dispose of. Hucksters on the walks pay 10 to 15 cents per day. The present income of the market is stated to be between $14,000 and $16,000 and the expense of operation about $6,000 per annum, indicating a net profit to the City of $8,000 to $10,000. The municipal force connected with the market now includes clerk and assistant, and eight cleaners.

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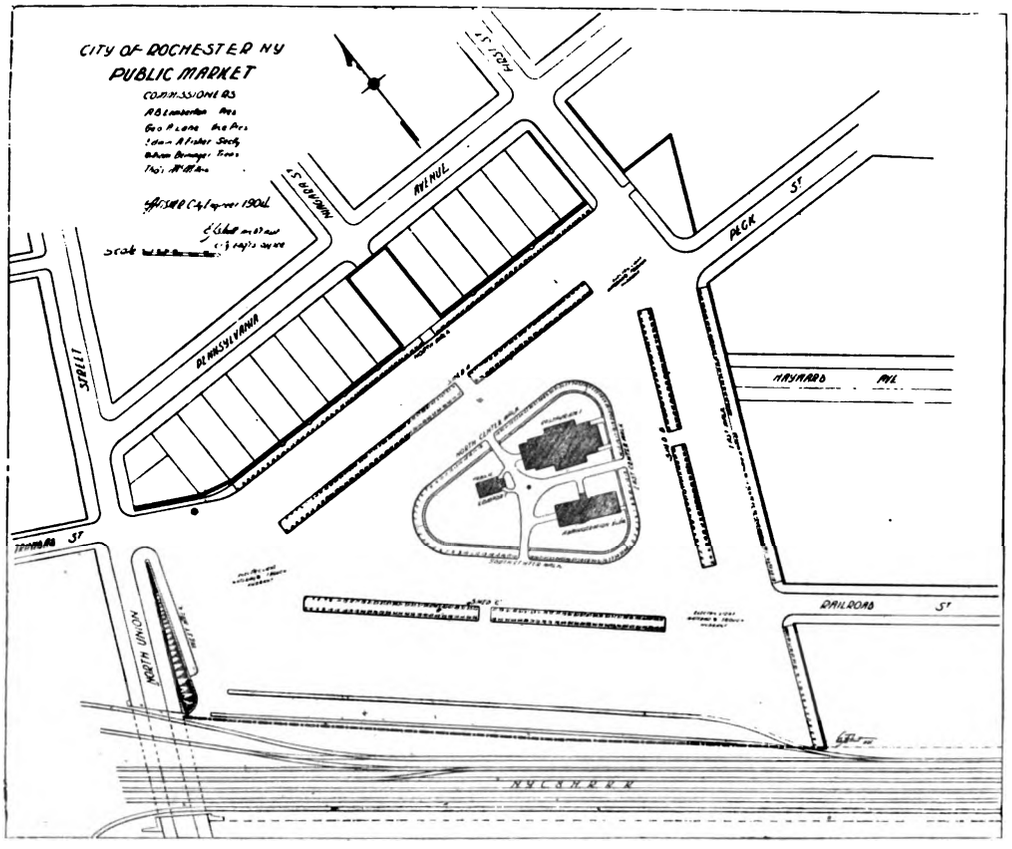
across the East River and the subsequent improvement in transit facilities affected the revenue and this market will probably be abolished in the near future. Business is principally with hotel and steamship lines. Open 6 a. m. to 6 p. m.

West Washington Market (Wholesale—Dressed Meats and Country Produce). Size 389 x 400 ft. Covered Market. Assessed valuation of land $950,000; building $150,000. Size of stands 9 x 20 ft. Rental $450 and upward per annum.

Located in middle west side of Manhattan, on water front. In and about this market the meat and poultry supply of the City is handled, the business being very extensive in this locality. A large commission business is also done. Great quantities of fruit and vegetables coming to the City by freight are dealt in, within a radius of six blocks of this market. Open 4 a. m. to 2 p. m.



PLAN OF ROCHESTER, N. Y., FAMOUS MARKET

Gansevoort Market. An open square restricted to farmers' and gardeners' wagons. The local farm produce is offered from the farm wagons here and is sold to grocers, hotels and restaurants. There is no restriction, however, upon the farmer as to his customers, but is little, if any, produce sold direct to the actual consumer. A nominal fee of $.25 is charged each wagon daily. Open 9 p. m. to noon the following day.

Jefferson Market (Retail). Triangular in shape, with an area of 36,000 square feet. Covered. Charge per square foot $1.00 annually. Early in the eighties this market was one of the best in the City, but owing to the encroachments of business buildings in this section the patronage has fallen off so that it will soon be abandoned as a public market. Open 6 a. m. to 6. p. m.

Wallabout Market (Brooklyn). (Wholesale—General Market). Covered, with open square for farmers' wagons. Assessed valuation $1,196,200. Located on water front. This market supplies the large and rapidly increasing residential section of the City.

The manner of letting differs from all other city markets, the land being laid out in lots averaging 20 x 50 ft. and leased for a term of ten years with the privilege of a renewal. The lessees put up their own buildings, which conform to a uniform style of architecture and do not exceed two stories in height, making a very attractive market. The rental per lot is $7.00 and upward, monthly. Open from 4 a. m. to 2 p. m.

What Ottawa, Can., Says

Publicity and Indsutrial Bureau, Ottawa

I have to acknowledge receipt of your esteemed favor of July 30th, to hand, even date, and have much pleasure in complying with your request.

Under separate cover I am sending photograph of the public market, taken to-day especially for your benefit, which will give you some idea of the situation here; also clipping from to-day's paper which gives you an idea of the prices obtaining.

In the right of the picture the two larger buildings, with the single story buildings, belong to the City, stalls in which rent upon a flat rate basis of $50.00 per month, which includes light and water.

These stalls are taken up principally by butchers, fish and game men, fruit stores and others, and extend the entire width of two city blocks with access and egress on both sides and at the ends.

In addition to the open space shown in the foreground, the both sides of the side streets are utilized and while the photograph shows a fair market for Friday, the larger markets are held on Tuesdays, Thursdays and Saturdays.

I am also sending an amended by-law, No. 3358, which was passed on the 6th of May, this year, which tells the story very completely.

However, I desire to call your attention to Section 24, page 136, which means that no grocer, butcher, runner, wholesaler, or others may go on the market before 8.30 in the morning and purchase quantities of vegetables or other things for retail purposes. The object of this section is obvious. It gives the people generally an opportunity to go in the open market and purchase necessaries until 8.30 in the morning without fear of the grocerymen, butchers and others having bought everything in sight and adding to the cost thereof, and for your information I might state that the very best people in town patronize the public market and find it economy to do so. The public market feature has been established in the City of Ottawa for the last 25 years and an additional market is under way, now, for the uptown section, which will be entirely under cover.

I trust this information will meet your requirements, but will be pleased to furnish you with any additional information desired, promptly, and await your further advices and commands.

Yours very truly,
HERBERT W. BAKER,
Commissioner.

The following report of prices at the Ottawa Market was for the forenoon of Aug 2d. For comparative purposes it might be well to explain at this point, that, under the Ottawa city ordinances, it is specified that a barrel shall contain two and one-half bushels and a bag shall contain one and one-half bushels; the weights of the contents thereof to be according to the standard as fixed by statute of the Parliament of Canada.

The report follows:

The meat market was quite extensive and prices were mostly firm. Pork was in very good supply, but the demand was a little lighter and prices seldom exceeded 11 cents per pound. Beef was plentiful and sold mostly at 9 cents a pound by the side. Veal was very scarce. Eggs and butter were none too plentiful, and quality in the latter was a thing to be sought for. The prices were firm and the demand good. Receipts of oats and hay were very large and quite a slump in demand was noted. Buyers seemed to be practically off the market and when 'phoned to all had the same story—" Just got in five hundred bushels and completely filled up." A few small lots of oats brought 60 cents and large loads about 55 cents.

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Vegetables were very plentiful. Cucumbers and cabbage were offered in large lots, but the price remained quite firm. Green tomatoes were on the market but in very small quantities, and 15 cents was generally demanded for small pails. New potatoes were very plentiful and though the price was high for a while in the early morning, it dwindled down considerably about noon, when the dealers were buying them mostly at $1.50 to $1.60 per bag. The householder generally paid 20 cents per gallon. A good crop is reported in most parts.

Berries were by no means plentiful and prices were very high, at 20 cents per box. A few small pails brought $1.25 each. Householders are beginning to feel uneasy that they are not going to get enough for preserving, but the general opinion is that the rush has not come yet from the Gatineau districts. Prices in detail were as follows:

EGGS AND BUTTER

Eggs, 25 to 27 cents per dozen; butter, pails, 25 to 26 cents per pound; prints, 30 cents per pound.

MEATS

Pork, light, 9 to 10½ cents per pound; heavy, 8 to 9 cents per pound; beef, 9 cents per pound by the carcass; veal, 6 to 8 cents per pound for fores and 10 to 13 cents for hinds.

VEGETABLES

Cabbage, 40 to 50 cents per dozen; tomatoes, $1.50 per large pail; potatoes, $1.50 to $1.75 per bag; beans, 20 cents per gallon; carrots, 10 to 15 cents per dozen; beets, 15 cents per dozen; onions, 10 to 15 cents per dozen; cucumbers, 40 cents per dozen.

FRUITS

Raspberries, 20 cents per box; currants (red and white), $1 per pail; blueberries, $1.50 per pail; gooseberries, 10 cents per box; blackberries, 10 cents per box.

A Failure In Omaha

Omaha Retail Grocers' Association

Relative to your letter of inquiry of July 19th, addressed to the Secretary of Chamber of Commerce, Omaha, Nebraska, was referred to me, as, being the Secretary of the Omaha Retail Grocers' Association, whose members were closer in touch with the market house project than any other class of citizens.

I beg to inform you that it was a costly experiment to the city of Omaha, amounting to something over $20,000.00. The general opinion of our members was that it made it necessary for them to have along two wagons or else make two trips at two different places in order to accomplish the same result. First to call on the commission merchants for their supplies there, and also to go to another place where the public market house was located, was the principal cause of dissatisfaction.

In addition to this the public did not give it the patronage as was expected and hoped for. As the result of the experiment we had here in Omaha, after an expenditure of over $20,000.00 we have cleaned up everything that was connected with the public market house building by tearing it down and throwing the street open again as a thoroughfare, as we had placed it or built it in the central portion of the city on the broadest street we had here. So far as its reducing the cost of garden truck to the consumer, I can not say that it did, and the general sentiment was that it was a failure.

We have since then re-established our public market in the commission house district, and at which stalls are rented at nominal prices to the truck gardener and farmer. It is built in the shape of a square platform extending all around with a roof over it near the sidewalk, in front of which the gardener backs up to the curb, every morning paying therefor a nominal rental, while the farmers with their wagon loads of potatoes and other truck, drive inside of the enclosure and back up to the platform. This square is not a city institution, but is owned and operated by a stock company composed of individuals and our retail grocers' organization, retain a large share of the stock, which is the best arrangement that Omaha has had in the way of a public market and is paying good dividends.

I trust that this information will be of benefit to you in bringing about a hard proposition for any city to solve, inasmuch as there are so many different kinds of lines of business to satisfy.

Any further information will be gladly given.

Yours very truly,
Omaha Retail Grocers' Association.
JOSEPH A. BECKER,
Secretary.

New Orleans, A City of Public Markets

Department of Police and Public Buildings

Your letter to the New Orleans Board of Trade has been referred to this Department for answer. Our public market system is as old as the City itself, and its growth has been contemporaneous with the development of the City, in point of the number of markets that are in existence. The buildings are open buildings, open on all sides, for the purpose of ventilation, and are owned by the City. The markets do not cost the City anything except in the way of repairs, and the cost of collecting the revenues, which amount to approximately one hundred and ninety thousand dollars a year. In other words the markets are a source of immense revenue to the City. The public markets are patronized by all classes of people, and almost to the exclusion of the private markets which are few and far between. As a matter of fact the law is so framed as to compel people to patronize the public markets as we prohibit the operation of a private market within twenty seven hundred feet of a public market.

In my judgment the public market system is the best system for any City of any size to adopt. The revenues of the markets should be dedicated to the one purpose of maintaining and erecting new markets and keeping them abreast of the times from a sanitary and hygienic standpoint.

The revenues should be collected from the stall keepers annually and in advance and as an extra assurance that the rules of your Board of Health and the Sanitary Ordinances of your Council should be obeyed, it would be well to provide in the lease of the stalls that any violation of the above shall abrogate the lease and without compensation for the unexpired term of same. Your markets should be distributed of course like your school houses, in order to serve the greatest number of people as conveniently and cheaply as possible. To be frank our market system is operated upon the theory that it is a revenue producer, and as a consequence it does not serve the purpose of cheapening the cost of food as much as it might if operated with that purpose in view.

SIXTEEN LINEAL BLOCKS LIKE THIS IN DUBUQUE, IA.

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I am sending you under another cover a copy of our City Ordinance as amended upon a number of occasions.

Yours truly,
ALEX. PUJOL,
Commissioner Police and Public Buildings.

The Roanoke Plan

Chamber of Commerce, Roanoke, Virginia

Replying to your esteemed inquiry of July 19th, in re public market conditions in Roanoke, I beg to enclose herewith a sheet with answers to the questions indicated in your letter. I hope the information will be of value to you.

I might say that at present and for several months past the movement has been under way for an extention of our market conditions in the way of an additional market plot and a suitable building. As yet, this movement has not assumed definite shape for fulfillment and the outcome, of course, is uncertain.

I assure you that we appreciate every issue of *The Worcester Magazine* and we hope that you will keep our name on the list.

With best wishes for your success, I am

Yours very respectfully,
W. L. SHAFER,
Secretary.

Ques. How long has your municipal market been established?

Ans. Since the establishment of Roanoke in 1882.

Ques. Is it an open square or street or is it housed in a municipal building?

Ans. The main market space is an open square one block east of the business heart of the city. The north and south street running through the market square is also used for the overflow necessitated by lack of space in the square. At one corner of the square is the municipal market building and assembly hall, the first floor of this building being used for the market meat stalls, about fifteen in number.

Ques. Its cost to the city?

Ans. The market square was donated to the city for market purposes and to be used solely as an open square. The municipal market building was erected by the city upon a lot purchased by the city for that purpose. (Without an extensive investigation I am unable to state the cost of the latter property). The maintenance cost to the city for the market square consists in supervision, cleaning and keeping the brick paving in repair.

Ques. Do the farmers, truck men, produce men, etc., pay any revenue to the city; if so, how much?

Ans. There is a charge of 20 cents for each two-horse wagon having an excess of $5.00 worth of vegetables, and 10 cents per two-horse wagon under that amount. There is a charge of 10 cents for each one-horse wagon.

Ques. Does the market have municipal supervision insomuch as having salaried employees giving whole or part time to the work?

Ans. The supervision is cared for by a Clerk of the Markets and an Assistant Clerk, both of whom give their time to the work.

Ques. Is is generally patronized by all classes of people in the city?

Ans. Yes.

Ques. Is it a factor in reducing the cost of garden truck, etc., to the consumer?

Ans. Yes.

Ques. Is it considered a success by the city and citizens alike?

Ans. Yes.

Run On A Large Scale in Dubuque

Concerning Municipal Markets, James H. Spencer, writing on "Greater Dubuque," says:—

Every day is " Market Day " at Dubuque, but Saturday furnishes the big display, when hundreds of trucks farmers, both men and women, come to Dubuque with their produce from the farms of Dubuque county and neighboring sections of Illinois and Wisconsin. Usually beginning about 6.00 a. m., but varying with the season, the wagons arrive in a steady stream for more than an hour, loaded to their utmost capacity with everything that can be grown on Iowa soil.

Most of the farmers come to market regularly, and they bring a a great variety of produce; others are irregular in their attendance, and these usually bring in only one thing at a time, such, for instance, as a load of sweet corn, potatoes, melons, apples, grapes, or, if the weather is cold enough, a load of dressed meat.

They line up along the sidewalk for a distance aggregating ten to fifteen blocks, and display their wares in the most attractive manner possible. October furnishes the largest market, but it is never small from early spring until late fall. The coldest weather, in fact—and the thermometer drops far below zero in northern Iowa—does not keep the market folks at home and scores may be found in their accustomed places twelve months in the year. Fortunes have been made by many of the truck farmers, some of whom, now old and gray, have been connected with the market from childhood.

All Dubuque goes to market, and everything finds a ready sale at good prices. Nearly everything is sold to the people direct at retail prices, but whatever is left over at the close is diposed of at wholesale prices to the grocers and shippers.

The city of Dubuque employs a market master, who has general supervision. He also inspects the quality of produce and the accuracy of weights and measures, and should any person offer for sale fish, poultry, butter, etc., unfit for use, or attempt to use light weights or short measures, he would be fined or barred from future participation. There is little cause for complaint, however, since the market people as a class are upright, honest farmers, and they endeavor to make permanent customers by selling good goods at fair prices.

The market has for its nucleus an open space on three sides of the city hall. The lower portion of this building was formerly used for market stalls, chiefly for the sale of meat, but they were discontinued many years ago, and now practically the entire market is held out of doors. The city rents the space around the building at stated annual amounts for each stand, varying from $6.25 to $12.50, according to size and location, and this money goes into the city treasury. In return, however, the city pays the salary of the market master, and for all cleaning incidental to keeping the market in an attractive orderly condition.

The space rented by the city represents only a small portion of the streets occupied, and most of the market folks rent direct from the property owners or tenants in front of whose place of business their stand is placed. These rentals also vary in price, and a few choice locations bring more than around the city hall. In one large section a 10 cent rate is in vogue, this amount being collected for each day that a stand is occupied. The space usually rented for a stand is about six lineal feet of curbing, and many of the spaces are marked off and numbered.

Many of the stands are occupied by the same gardeners year after year, and, in some instances, by their children and grandchildren.

According to the best information available, the idea of a central market at Dubuque originated from the old Spring Garden Street Market in Philadelphia, and was brought to Dubuque by a party of colonists who came from the vicinity of Philadelphia about 1836 or 1837.

It is considered a splendid asset of the city and county of Dubuque. Citizens are able to secure better values for their money, because of the superior quality of the produce offered for sale, and the great variety from which to choose. Business is done on a " cash " basis, and this promotes careful, intelligent buying. Farmers obtain better prices by selling direct to the people. Good land is easy to sell at high prices, since there is always a brisk demand for truck farms. A few acres, planted to vegetables, flowers and fruit, with sufficient grain and hay for stock, will support a family in comfort. It also brings a large number of prosperous farmers into the city at frequent intervals, and this helps trade along all lines.

In the light of the success of the Dubuque market, with all its benefits to the community, it is surprising that such institutions are not established in every city.

Newark has One Since 1853

The Board of Trade, Newark, N. J.

With reference to a municipal market, as requested in yours dated July 18th, would say: that Newark has operated a municipal market since 1853.

The building is a two-story brick, about 40 wide by 600 ft. in length. This building is occupied by " stand renters," who sell all classes of food stuff.

There is an annex to the side extending a distance of about 400 ft. occupied principally by stand renters who deal in vegetables and poultry.

The market plaza is an open market for truck gardeners' and farmers' use. It covers an area of about 250 by 500 feet.

This property was acquired by the City at a very large expense during the eighties.

The total value of the property is represented at $900,000.

The market is under the control of a Committee of the Common Council, who are represented by a Market Clerk and assistants.

The stand renters pay a monthly rent the same as a tenant would for the use of a store.

The farmers and market gardeners pay a nominal sum for the privilege of occupying space in the open square.

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The total revenues from rents for the year 1911 amounted to $57,365.

The market has been patronized by all classes of people in the City, and it has been considered a factor in controlling prices of food stuff generally.

Personally, I can say that I believe thoroughly in a general city market, and every encouragement to farmers and truck gardeners to come into the City with their produce. It is good investment, and if properly managed ought not only to be self-supporting but be of great benefit to the people of the City.

Very truly yours,
JAS. N. REILLY,
Secretary.

A Word from Toronto

Department of Property and Street Cleaning, Toronto, Ont.

Your letter of July 19th. inst., has been forwarded to this Department.

In reply thereto, I beg to advise that some years ago, a committee of citizens was appointed by the City Council to take up the question of market facilities as a municipal project, with the result that we built two covered markets, a street dividing them. We rent the front part of one as a butchers' market, and the lower portion is used twice weekly, particularly on Saturday, by farmers, as a basket area, that is, goods shipped by express, the owners coming in by train to dispose of their produce. This class of trade consists chiefly of butter, eggs, poultry, etc.

The other market is used only on Saturdays, and all together by farmers, who market their produce from wagons.

I may say that both of these markets are fairly well patronized, and are maintained by a staff of men paid by the Corporation.

Trusting that this information will be of service to you, I am

Yours truly,
D. CHISHOLM,
Property Commissioner.

Three Markets in Dayton

The Dayton Chamber of Commerce

Your favor of July 19, asking us about our City Markets has been received, and we hasten to advise that nowhere in America in any city similar to the size of Dayton are there any markets that can at all compare with ours.

We take pleasure in giving you the following information:

At the present time, we have three markets, two of them the property of the city, and the third owned by private individuals. Our oldest market house is between thirty and forty years old and has been continued along the same line these many years. There have been no recent improvements. The vegetable stalls in this market house rent for $100.00 per year, and the butcher stalls $250.00 per year.

In the downtown district on at least eight or ten squares there are rented curb spaces ranging from a minimum of $15.00 to $200.00 or $300.00 per space per year. These spaces are auctioned off in May.

The income from rentals runs approximately $30,000 a year. The expense approximates a total of $2,600 a year—so you see there is a good profit made to the city.

There has just been completed another market house in the southern section of our city, known as the Wayne Avenue market. This building was erected at a cost of $35,000, and the stalls rent from $12.00 to $20.00 per month.

Our market days in the downtown district in the old market are Tuesdays, Thursdays, and Saturdays, and in the Wayne Avenue market Mondays, Wednesdays, and Fridays, from five to ten-thirty a. m.

In addition to these two markets, we have a two-million dollar Arcade Market, where a model building in every respect, adapted for market purposes, is open from at least six a. m., to six p. m., every day and up to ten or eleven o'clock Saturday night. The vegetable and butcher stalls are kept in the most sanitary and satisfactory condition, and we believe are about as perfect as can be made. These stalls rent from $6.50 to $8.75 per month (single). Butcher stalls rent from $35.00 to $40.00 which includes cold storage. There are two hundred stalls in this market.

There is a complete, modern cold storage plant in the basement. This is the ammonia system, and operated by a Frick Engine. Besides this plant there are some twelve thousand square feet of cold storage space.

The rental receipts of this Arcade Market are about $20,000 a year.

Dayton is the center of a large and fertile agricultural district, and truck gardening is a very profitable pursuit. When you ask the question of the patronage by all classes of people, I hasten to advise that in Dayton, here it is a common sight to see rich and poor, men and women, parading the market, buying here, and buying there, and everyone carrying a basket. It is the common meeting ground of our cosmopolitan citizenship. It certainly is a success in every sense of the word. As far as reducing the cost of garden truck, etc., we hasten to advise that the prices on market are practically the same as in groceries, but the fact that the produce is always clean and fresh induces our citizens to pay the price. On the whole, I will say that market prices are slightly lower than the grocers' prices.

You may be interested in a market scene or two, and we are sending these to you with our compliments. If there is any further information we can give you, kindly command us.

Yours very truly,
The Dayton Chamber of Commerce.
FRED. W. FENSHER.

Unsuccessful in 'Frisco

San Francisco Chamber of Commerce

In response to your inquiry of July 19th, we beg to advise that there is no municipal market in San Francisco at this time. Formerly, there was such a market here, but partly due to its inaccessibility it was not as greatly patronized as it might have been and it has been discontinued.

Yours very truly,
T. S. MIDDESON,
Controller.

P. S.—The free market that formerly existed in San Francisco was not under the jurisdiction of the municipality, but was simply a free market where the producer could sell direct to the consumer.

Movement Dropped in Utica

Utica Chamber of Commerce

Your letter of July 19th, regarding municipal market, is hereby acknowledged.

We have no municipal market in Utica. Members of the Chamber of Commerce agitated the establishment of a market some four years ago. Mr. Cole, Secretary of the Chamber at that time, made an investigation in some five or six cities where the public market was in use. His report, based on this investigation, was not favorable, so the subject was dropped.

Very truly yours,
D. F. HOWE,
Secretary.

Young, But Flourishing in South Bend

South Bend Chamber of Commerce

We have your favor of July 19th, relative to the city market question, and in reply will say that, through the efforts of this organization, South Bend established a market about one year ago.

One of our committees went into the question of markets very thoroughly and accumulated a large amount of information, which was presented to our City Officials with the hope that a market might be established on a somewhat extensive scale. The authorities did not warm up properly on the subject, seeming to be somewhat skeptical as to the value and success of such an enterprise, but were finally induced to establish a street or curb market, choosing as a location for it one of our wide bridges which is about 600 feet long. Three market days a week were planned and on these days from 5.00 a. m., until noon, the farmers come up and back their wagons up against the side walk on this bridge.

The institution was a pronounced success from the start in spite of the fact that anything of this character naturally requires some time to start, because the farmers must become interested and grow the produce which is in demand in a market of this kind. There were as high as 158 teams on the market at one time last year extending clear across the bridge and on to one of the side streets. Usually there are from 50 to 75 sellers present in favorable weather.

One difficulty that we met in getting the market under way here was the street peddler. In the absence of a market a large and highly recognized street peddling business had grown up here and immediately, when the market was established, these peddlers were on the ground early buying their stock of the farmers at wholesale prices and then remaining on the market selling the produce at higher prices than would otherwise have prevailed, and in general interferring with the real purpose of a market, which is to bring the producer and consumer together.

The city authorities did not feel justified in interferring with this state of affairs for some time, but have made new rules which have practically driven the peddlers away.

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In the fall the question arose as to whether the market should be continued during the winter months as there was no place where the farmers could be properly sheltered. In this emergency some of our merchants in the vicinity of the market raised a fund to rent an adjoining building, which was fitted up with about 40 stalls, and the market was carried on throughout the cold months in this fashion.

Efforts have been made several times to start a movement towards securing a permanent market house, but nothing has so far been accomplished. The street market is, however, an unqualified success of its kind, and we believe, if nothing better can be had, that a plan of that sort is advisable.

The farmers and other sellers on the market are not required to pay any fees to the city. The market is under the supervision of the City Sealer, who is on the ground each day during the hours the market is open. The market is generally patronized by all classes of citizens, in this respect seemingly to have been highly successful.

We do not believe there is any doubt whatever that the market is a good thing and advise that you push it along.

If there is any further information we can give you in this connection, feel at liberty to call upon us.

Very truly yours,
U. G. MANNING,
Secretary.

Recognized Institution in Columbus

Columbus Chamber of Commerce

Your inquiry of July 19, in reference to city market houses.

The market houses system was established in Columbus many, many years ago and is a recognized institution, and is indispensible.

We have at the present time, four market houses in different sections of the city, all owned and maintained by the city, and in charge of a market master. Stalls are rented to butchers, vegetable dealers, etc., at a price to make the system self-sustaining. The present appraised value of market houses property is $229,253. Gross receipts from the four houses for year 1910 were $28,998, expense $16,183, net revenue to the city $12,815.

Total number of stalls 252, stands 327, curb stands 16, total 595.

The above stalls are used for different kinds of business as follows: meat 190, butter, eggs and cheese 35, bakery products 35, fruits and vegetables 240, fish 15, poultry 25; balance are, honey, flowers, etc.

Some 2000 people are employed as proprietors, clerks, helpers, etc.

The market house ordinance and rules are explained in the enclosed copy, and if there is any further information we can give, would be pleased to do so.

Very truly yours,
F. H. HYSELL,
Assistant Secretary.

Unpopular and Abandoned in Jacksonville

Jacksonville Board of Trade

In reply to your letter of the 19th inst., I beg to advise that this city, many years ago, operated a city market, and, with the development of the city, they later built a city hall in which was combined the city market. This building was destroyed in the great fire of 1901, and, when the city buildings were re-constructed, the market was abandoned. It was found to be an unpopular affair. Our citizens did not seem to care to go down and do their trading at a central market, and the ordinance was never enforced to get all of the provision and produce dealers into the market. In these modern days, with the assistance of the telephone, the housewife does most of her trading in this method.

However, at the present time, we are considering the idea of establishing a city market for the handling of the products of the soil from the agricultural districts in our county; but, even this is meeting with opposition at the hands of our merchants and the people.

Yours very truly,
H. H. RICHARDSON,
Secretary.

Market Auditorium Combined in Wheeling

Wheeling Board of Trade

In reply to your letter of the 19th, relative to our City Market, I beg to give you the following:

About the year 1825, Mr. Noah Zane gave to the City of Wheeling a certain plot of ground which is located in the heart of the City, on which the City was to build a market house. The City did this and from that time until about last October, market has been held there every Saturday and Wednesday by the farmers, truck gardeners, poultry dealers, meat markets, etc., etc. It was patronized by rich and poor alike as the very best of produce, etc., could be secured there at the very lowest prices. Several years ago another large market house was established by the City in the south part of Wheeling. It is run similar to the other, only it is open on Monday and Thursday.

About one year ago the need for an Auditorium was felt by this City. The Board of Trade hit on the idea of building a combined Market house and Auditorium, inasmuch as the old Market house was about ready to tumble down. It was found the City could not afford to build the kind of building that would be needed, so the Board of Trade got busy and formed a stock company, sold $160,000 worth of stock to the citizens of Wheeling and the old building has been torn down and a fine new brick and stone structure is being erected in its place. I am enclosing herewith a postal card which shows a view of the new structure as it will appear when it is completed. This building is 504 feet long by 40 feet wide. The Auditorium, which is the high center second story is 52 feet by 180 feet and will seat about 4,000 people. The first floor is the Market house. It is composed of two long rows of small rooms or stalls with a wide arcade through the center. These stalls go out even with the curb so that the farmer or gardener can back his wagon up to his stall and unload.

When this building is completed it is expected to have daily market there, thus enabling our citizens to get fresh meats and vegetables every day in the week.

I am enclosing herewith a prospectus of the Market-Auditorium Company which will give you correct information about the agreement which exists between the City and the Company and other information that will be of service to you.

Anything further you may desire will be gladly furnished.

Very truly yours,
R. E. BYRUN,
Assistant Secretary.

P. S.—I failed to state that the old Market was supported from the rental of the stalls as the new one will also be.

New Market in Toledo

The Toledo Commerce Club

We have recently celebrated the opening of a new City Market, one which we think is a credit to the city, and which serves an important purpose in our city life.

While there are grave doubts expressed on some hand as to the exact effect of the market upon prices to the consumer, there is no doubt but that the citizens have an opportunity of purchasing directly from the farmers if they care to take advantage of that opportunity. Frankly, most of the purchasing done at our old market was by the local retailers, and in some instances, by the local wholesale grocers.

The opening of the new market is of such a recent date that it is impossible to estimate the exact effect in this respect. The publicity given to the new building will probably result in a greater interest on the part of individual citizens and it is to be hoped that they will take advantage of the opportunity to purchase garden truck, etc., from the growers themselves.

Toledo has had a municipal market for a good many years. It is self-supporting. In fact, it has netted a revenue of some few thousand dollars each year. Farmers, truck men, etc., rent stalls at an annual rental, which is determined by a system of auctioning at the beginning of each season.

A supervisor, or superintendent, of the market, is employed at a comparatively small salary. The only other expense entailed consists of wages paid to day laborers for cleaning, etc.

Very truly yours,
PAUL A. LEIDY,
Assl. Secretary.

What Halifax, N. S., Offers

Board of Trade, Halifax, N. S.

I am in receipt of your letter of the 19th, and in reply, would say that dating back about one hundred years ago, permission was given the market gardeners in the neighborhood of this City to occupy a portion of a street, then known as "Cheapside," providing they did not occupy more than half the sidewalk and gave room in the center of the road for two teams to pass. Some years later—early in the sixties—a brick market was erected for them on the site now occupied by the Customs House, and a small rental was to be charged for the stalls; this scheme did not turn out a success—the market gardeners positively refused to go in the building and appealed to the Legislature that their rights to the street should not be interfered with, and were successful in not being interfered with by the Civic Authorities. Since that date, and to-day, they occupy the

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old site, squatting on the sidewalk, through rainstorm and sun, and seem satisfied with their lot.

Some two years ago, the City purchased a block of real estate bounded by four streets, and intend erecting a market for the purpose of making these people occupy it, but there are grave doubts in the minds of a great number of citizens whether power can be obtained from the Legislature to compel them to remove from the sidewalk, after an occupancy of over a hundred years. Of course, the Legislature could do this if they wished, but it must be remembered that there are some four or five hundred votes involved in the matter, and this has some bearing.

Yours very truly,
E. A. SAUNDERS,
Secretary.

Section Set Aside in Providence

Providence Board of Trade

Replying to your letter of July 19th, relative to a municipal market:

The city of Providence has no municipal market similar to those found in many cities, particularly in the south and middle west. We have, however, a certain section of the city set apart during certain hours of the day for farmers and truck-raisers bringing their produce into the city, there to be disposed of, but it would be called a wholesale market rather than retail.

The action taken by the city was brought about through the large increase in numbers of farmers or truck-raisers making themselves a nuisance to the community, so the City Council, some three years ago, took the matter up and set aside certain portions around Crawford street bridge, in the heart of the city, for the use of these people during the early hours of the morning, and placed the whole matter under the supervision of the police department.

The section devoted to this purpose was then platted into sections and these sections rented to the farmers and truck-raisers, they being allowed to take possession of the same any time during the night and occupying the space up to 9 or 9.30 o'clock in the morning. The income to the city is approximately $14,000 yearly. The picture attached will show you the general appearance of this section of the city during the early morning hours. At the close of business the streets are cleaned by the highway department under the supervision of the police detailed for this purpose.

I cannot say that this movement has had the tendency to reduce the cost of garden produce, but it has served the purpose for which it was intended, namely, to facilitate the handling of this line of business and to prevent street congestion, and keep the farmers and truck-raisers under control, confining them to a certain district.

The income to the city is practically all profit owing to the fact that very little expense was necessary to prepare the section for the use of these people.

Very truly yours,
F. M. RHODES,
Asst. Secretary.

Denver Planning Larger Market

City and County of Denver

Your letter of the 19th, to the Secretary of the Denver Chamber of Commerce, making inquiries concerning Municipal Markets has been transmitted to this office by the Secretary, Mr. Thorndike Deland.

The City of Denver has no city market strictly speaking. The City has set aside some property in close proximity to the business section and erected sheds and stalls for the convenience of market gardeners. This is under the supervision of a market master appointed by the mayor, the stalls and locations being sold to the best bidder at auction at stated times in the year.

It is hoped that with the adoption of the Commission Form of Government by the citizens of Denver, that an extensive municipal market system will be established for the convenience of both buyers and sellers.

Yours very respectfully,
OTTO F. THUM,
City Clerk.

Over a Century Old in Detroit

Detroit Board of Commerce

Your letter of inquiry in reference to markets in Detroit has been received. A public market has been part of the equipment of this city ever since 1802, and our people would never think of doing without it. Without going over the various changes that have been made in the system, a statement of present methods answers most of your questions.

In the eastern and western sections of the city, large areas of ground, set apart for market purposes, have been sewered, paved and covered. Each market in is charge of a clerk and is also supplied with police protection. They are open for occupation by farmers' and market gardeners' wagons from 6 o'clock p. m. till noon the next day. They are divided into spaces 6 x 25 feet, which are assigned by the market clerk, to teams in the order of their arrival. It is the custom with many farmers to come to the market in the evening, secure good locations, put out their horses and sleep on their wagons so as to be ready for the early traffic which begins at daylight or before.

Up to July, 1911, there was a uniform charge of 10 cents a day for each wagon. Then a change was made under which, by the payment of $50, a farmer could secure the same space for a year. For the spaces not thus taken, the charge remains 10 cents a day. No one occupying space in these markets is permitted to sell anything except products of his own raising, nor to employ any agent except a member of his own family. There are, however, attached to the markets, open areas known as hay markets, upon which, by resolution of the Common Council, persons not producers may stand. These hay markets were originally intended for loose hay and four-foot or cord wood brought in by farmers; but as the offerings of these have greatly dwindled, the areas are available for other purposes.

At different times the city has provided stalls in open market buildings for butchers and miscellaneous hucksters, but for twenty-five or thirty years past this has been left entirely to private enterprise.

The largest customers of the farmers' wagons are the retail grocers who get their supplies fresher and at more uniform prices than they could from the commission merchants. Householders also frequent the market in great numbers.

To almost the full extent of their operation, the markets fulfill their main purpose of bringing the producer in contact with the consumer and the small dealer, and of regulating prices.

The estimated value of the market property is $340,000, but this is almost entirely in the land. The sheds consist merely of roofs supported by iron pillars and their cost was trifling. At the Eastern market there is a salaried clerk and one assistant; at the Western, one clerk. There are also two weigh masters and a pound master. The cost of maintenance the last fiscal year was $4,020 and of repairs and improvements, $2,456, a total of $6,476. The receipts were $7,802.

This Board is in regular receipt of the *Worcester Magazine* and we consider it one of the best of the class.

Yours very truly,
W. M. STOCKING,
For the Board of Commerce.

Abandoned in Birmingham

The Chamber of Commerce of Birmingham

We are in receipt of your favor of the 19th inst., in regard to municipal market.

We have no municipal market in this City. A short time ago the plan was tried out here, the market being located in squares on certain streets, but it did not take well with our people and was soon abandoned.

Very truly yours,
Chamber of Commerce.
WM. C. RADCLIFFE,
Secretary.

Huge Dividends in Kansas City, Mo.

Municipal Reference Library, City Hall

I find your letter of July 19th, addressed to the Secretary of the Chamber of Commerce of this city, referred to this department for reply, on my return from a visit to the Pacific coast cities.

With reference to your inquiries as to our Municipal Markets, I would say that I take pleasure in sending you herewith copies of letters, which we have had carbon copies made of, and which were prepared in answer to inquiries with reference to our city markets.

I would further say that the market is largely patronized, and that it is a popular institution in the city.

If the especial points upon which you are seeking information are not covered by the material enclosed, we should be glad to have you take the matter up with us again, and shall be glad at any time to be of any possible service.

Very sincerely yours,
CHAS. HOMER TALBOT,
Municipal Reference Librarian.

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Jan. 24, 1911.

CITY MARKET COMMISSION,
South Bend, Ind.

Dear Sirs:

Referring to your inquiry regarding our Kansas City Municipal Markets, referred to this department for answer, would say that we are glad to be of service in furnishing this data, and will answer your questions in the order propounded.

We have had a municipal market in this city since 1889. This is what is known as the "Old Market." The new market for wagon stalls was finished August, 1910.

The population of our city in 1889 was 130,000. This last census of 1910 gives us 248,000 (248,381).

Both are owned by the city.

The old market cost for buildings, originally $75,000. In 1907 $22,000 was expended in the addition of outside stalls making the total cost of the old market $97,000. The ground was dedicated in the original plot to this part of the town for this purpose by Mr. Troost. The new market cost for ground $263,000; for buildings and improvements $59,000.00, making the total cost of the new market, $322,000.00.

The size of the old market is 240 feet by 100 feet, of the new market 300 feet by 180. In the old market there are 54 inside and 43 outside stalls. In the new market there are 250 wagons stalls. The old market covers one-half block, and the new one, one block ground.

Both markets are under city supervision, a market master being in charge.

Both markets are open six days a week, except National holidays, from daylight until 7 p. m., except on Saturdays, when the closing hour is 10 o'clock p. m.

The markets are a source of revenue to the city.

For the fiscal year 1909, the cost of maintaining the market was $7409.50. The income received was $38,389.90.

The markets are considered a great benefit to this city, and the people would not think of dispensing with them. The effect of these municipal markets has been great in maintaining a competitive market whereby, the people are enabled to purchase a better quality of produce at a lower price than would be otherwise obtainable were the whole matter left in the hands of private markets and the Produce Exchange. The favorable feeling toward the municipal markets in this city is very strong.

There are no serious objections urged here to the municipal markets. Matters of detail in the management and construction of the new market sometimes have been subjected to some criticism, but the objections raised are not held to be big or serious ones, and do not affect the strong favorable feeling in favor of our having municipal markets

There is no Convention Hall in connection with the market, the two being separated by a number of blocks, and Convention Hall is not a municipally owned building.

Our market regulations are embodied in Chapter 5 of our Revised Ordinances of 1909, pages 580–588. Copies of our Charter and Revised Ordinances retail at $6.00 each, and may be obtained through the Vernon Law Book Co., this city. I am sending you, however, a copy of excerpts of the ordinances and rules governing this matter, furnished by the market master, and trust that this will give you, in brief, the information desired.

The old market was built out of the savings of the general fund that year. For the new market there were issued $300,000 worth of bonds, the remaining $22,000 cost being paid out of the general fund. These bonds have not been retired, nor are they being retired from market income as such. The general fund of our city provides for a sinking fund to take care of the retirement of all bonds.

I trust that this material may be of service to you in South Bend, and that you will understand the strong favorable feeling which we, in this city, have for the municipal markets. If any further inquiries of detail occur to you, please feel free to call upon us.

Yours very truly,
CHARLES HOMER TALBOT,
Municipal Reference Librarian.

Seattle's Market for Farmers Only

Goodwin Real Estate Co., Inc.

The Secretary of the Chamber of Commerce of Seattle has referred to me, for reply, your letter concerning markets, as I have been connected with the markets of Seattle, since their inception.

Seattle has a public market where the farmers sell their produce. It consists of stalls 10 feet wide by 400 feet long, fronting on the sidewalk. The stalls are open and simply the roof and the rear side closed. Each farmer has a metal table 4½ feet long and 3 feet wide, on which to display his produce and for which he is charged ten cents per day.

The attendance at the market overruns the space provided and then the City places additional tables at the curb on the opposite side of the sidewalk from the stalls.

We have a market master who has a salary of $100 per month; a laborer who cares for the tables and cleans up, at $60 per month, and the Health Department has a sanitary inspector who draws $90 per month. He spends most of his time at this public market and the four private markets.

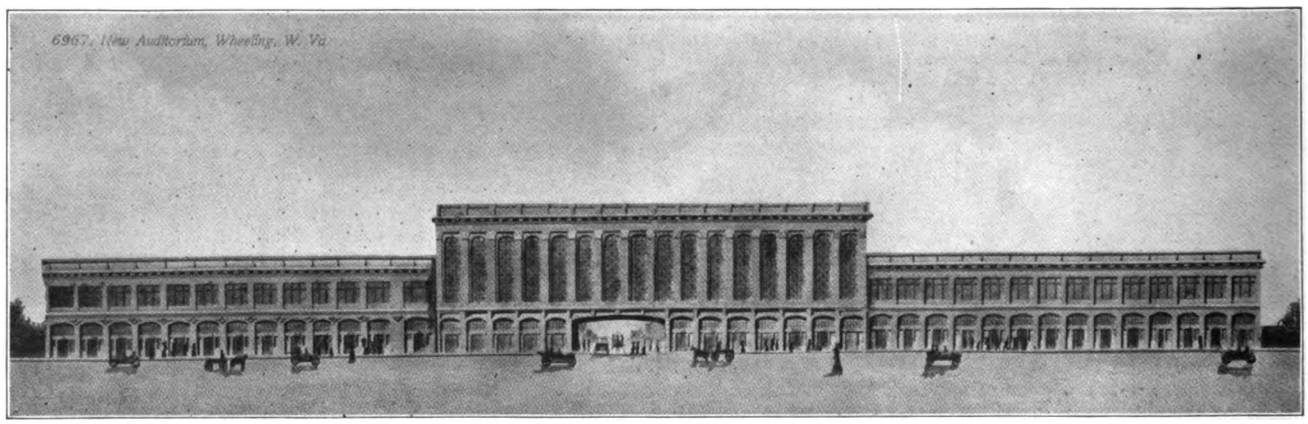
The market was built five years ago and has been very successful, and much appreciated by the public. There was apparently a combination among the food dealers, before the market started, which resulted in high prices and much complaint, and this caused the establishment of the market, and the market has caused the reduction of the price of food stuffs all over the City.

The City's market was provided for the farmers only. The City made an arrangement with private parties to build a private market building, in connection with the public market, under an agreement to charge certain, fixed, low rentals. This private market was designed to handle everything in the food line and was divided into a great many stalls of an area of about 8 x 12 ft. each, the charges for same averaging about $10 per month per stall. Several tenants were secured for each line of business, so that competition in every line, was well maintained.

The public patronage at the market averages about 10,000 per day and 35,000 on Saturdays, from our city's population of about 240,000. The great success of this combination resulted in the establishment of three other markets of about equal area of the original, and in the near vicinity. This great enlargement of the business rather injured the market business, than being of any help to it, because of overdoing the business.

Hoping this information will be of service to you, we remain,

Yours respectfully,
Goodwin Real Estate Co., Inc.
BY FRANK GOODWIN.



AUDITORIUM AND PUBLIC MARKET COMBINED IN WHEELING, W. VA.

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Mingling Play and Industry For the Common Good

What the Worcester Playground System is Accomplishing in Eight Weeks Every Year to Prepare the Little Misses of To-day to Be Efficient in the Households of To-morrow; Showing Practical Results Which Have Been Attained in the Industrial Departments.

The remarkable development of the Worcester Playground System during the last three years, and the success attained as the result of generous appropriations and co-operation on part of the City is too widely known to be repeated again at this time in the *Worcester Magazine.*

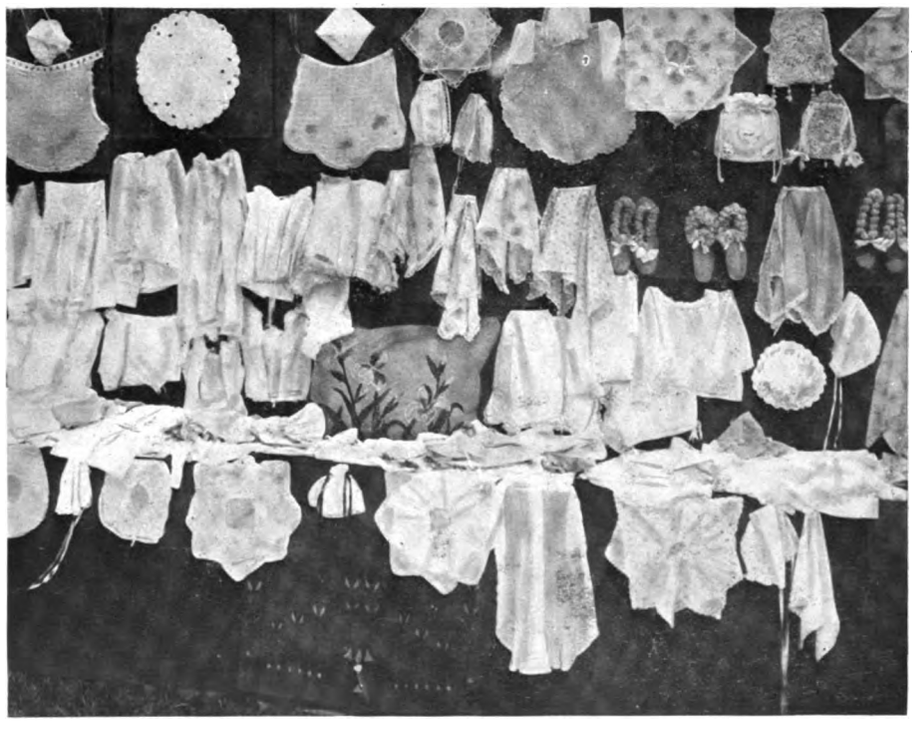
Nor need it be necessary at this time to explain at great length the interest manifested by other municipalities in the extensive playground work being done in Worcester. They have followed the development almost as closely as Worcester citizens themselves, exhibiting a desire to learn from Worcester's experiences, and incorporate sections of the excellent Worcester system into their own.

Another summer playground season has just come to a close, with the greatest of all Playground events in the City—the spectacular Tailltenn Games—held on Fitton Field, on August 22d. These games, described in detail in the *Worcester Magazine*, in September, 1911, marked the formal close of the summer season, which had extended over a period of eight weeks; and brought together more than 4,000 children from all parts of the city to be actors in the spectacle alone.

Forming one of the most interesting sections of this great event, was the Industrial exhibit, where specimens of work done by the children in Sewing and Basketry and Needlework were laid out for inspection.

In evidence here was the direct result of the Industrial courses, a department of the Playground System, which received most careful attention during the year; bringing to the little misses a knowledge which they will never forget, and be of lasting benefit when they become the mothers of tomorrow.

These specimens of work, as the accompanying illustrations show in part, are not the crude bits of sewing or weaving which one would naturally infer would be produced by a child. Instead, they are finished products, perfectly designed, and on close inspection show a fine regard for detail of construction which would make the mothers themselves a bit doubtful about equalling.



DAINTY NEEDLEWORK BY PLAYGROUND CHILDREN

Observers from other cities, many of whom are actively interested in playground movements, were particularly impressed with this industrial exhibit. All had praise to offer and some went so far as to say that it seemed impossible to believe that girls ranging in ages from 12 to 15 years, could produce the more difficult and elaborate pieces which were on exhibition.

This exhibit was also a revelation to many Worcester people. They had associated "playgrounds" and "organized play" in its recreation sense alone. That the children, especially the girls, were being taught anything which might serve them well in future years, had not entered their minds.

It is not our purpose to go into detail on these industrial courses at this point. They follow in order further along in this article, written by the Supervisors in charge.

However, brief mention of the work accomplished at a minimum cost is timely.

The total appropriation and expenditures for supplies in the sewing department, amounted to $200. This included all materials, rental of sewing machines and such sewing tools as scissors, thimbles, tapes, etc. There were about 1340 children enrolled in the sewing classes which were conducted every day in the week for fifty minutes in five industrial centers and in six other playgrounds, twice or three times a week. The cost of supplies for this department averaged about 14½ cents for each child during the season, or less than two cents each week for every child.

The appropriation for Basketry supplies was $150, and with 2700 children enrolled, this brought the cost per child to about 5½ cents. This interesting work was conducted in five industrial centers, and in fifteen other parks and playgrounds.

This industrial work is being gradually extended, the season just closed showing one new development, cane-seating, which was established in a small way for the boys, and which attained popularity and success.

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SEWING.

By Ellen C. Murphy
Supervisor of Sewing.

"A dainty little maid in all the soft finery
Of frills and of lace,
Of wee tucks in spaces,
And all the graces
That make up a gown
Of ruffles so airy—
You might think a fairy
Had made them herself
Out of light thistle down."

Every reasonable and wise mother knows that it is never too early to teach her daughter to sew.

The city of Worcester is fortunate in having a Playground Commission of men, who realize the need of sewing for the girls, and who have generously provided for over one thousand misses, taught by trained teachers at nine playgrounds and two parks. The success of the work was evident to all who saw the exhibit at the Taill-tenn Games at Fitton Field, on August 22. Proud and happy were the girls who wore dresses of their own manufacture. The amount of finished work and the excellent workmanship and the influence for good, caused one visitor to comment "that the world is growing better when a city provides so well for the education of girls in useful arts."

The following course was found satisfactory and practical covering the essentials in the Process of Sewing:

1. Dust Cap — Sleeves
2. Aprons — Kitchen, White, Tea.
3. Underwear — Skirt, Corsetcover, Combination Suit, Night Dress.
4. Combing Sack, Baby's Cap, Darning—Patching.
5. Utility Bags — 1. Stocking Bag 2. Shirtwaist Bag 3. Sewing Bag
6. Guimpe
7. Shirtwaist
8. Dress
9. Embroidery — Simple Stitch, Hemming linen, Hem-stitch
10. Crocheting — Irish Crochet Bags, Slippers, Lace

The materials generously provided by the Playground Commission were of good quality texture and pleasing color, percale, gingham, lawn, muslin and nainsook, and the girls were taught the correct use of each, and that textiles for wearing apparel may be pretty, and serviceable even though inexpensive. Trimmimgs used were of the simplest narrow lace; touches of ribbon for color and attractiveness.

The table linen and embroideries were of the best quality and simple patterns, teaching the lesson of proper home decoration. The crocheting appealed to the older girls, the popular crochet bag, hand-made lace, and the comfortable slipper.

The garments were cut by the girls from pattern or direction as the teacher deemed best. The process of construction followed in logical order until the garment was finished.

Sewing machines were used where the finer hand work was not required, and much good work was the result.

The aim of the course is a higher standard of work under pleasant conditions after the most strenuous games and folk dancing. Each girl, the younger sister of nine and the High School miss, taking pleasure in healthful, useful, quiet work, doing something, making something, learning how to use and care for materials, a knowledge gained which will never be forgotten.

Useful Articles Predominated in the Sewing Exhibit

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Sewing is a necessity for all girls, teaching that all the day at the Playground cannot be spent in play. These are the future women who will exert great influence in the home and community. Having learned the correct kind of dress, home decoration and the greatest value derived from the least expenditure, the sewing in the Playgrounds will return to the city a hundredfold its investment.

Basketry

By Gertrude T. Killian
Supervisor of Basketry

Basketry is one of the oldest handicrafts of man; but it reached its greatest excellence with the tribes of American Indians, who wove baskets from grasses, reeds and rushes which they gathered and colored.

The material used by the Indians, is not available for us; but imported raffia, rattan and rushes form excellent substitutes.

Raffia, a product of the Island of Madagascar, is a soft pliable fibre, growing next to the bark of a specie of palm tree.

Rattan, or reed, is the product of a kind of palm which grows in India. It is stripped of leaves and split into round or flat strips of different sizes.

A more instructive occupation cannot be found for children than basketry. It not only is fascinating in itself, but develops patience, judgment, dexterity and skill. It also gives the satisfaction of making a beautiful as well as a useful article.

The basketry department is divided into two divisions, the elementary and the advanced.

The elementary work, which is carried on in all the parks and school yards, is divided into five groups; winding, braiding and the knotted raffia work are valuable as they give employment to both hands equally. This work teaches concentration, and arouses the inventive faculties of the child. It is especially adapted to the younger children.

The articles made under these groups are of practical value to the child, and may be used for the decoration of the home.

The next division of the work takes up weaving in its simplest forms. Three forms are taught—single, double and pairing.

Mats and baskets of different sizes are made.

Weaving forms an important factor in the development of the use of the hands. It produces strength and teaches accuracy.

The sewed raffia work forms the last division in the elementary department; pin trays, pin cushions and small work baskets are made.

The aim of this group of work is to develop the color sense in the child, and foster the desire for the beautiful.

The following outline of this work for the year gives an idea of what was laid out and successfully carried through.

1. *Winding Raffia*
   1. Picture frame (in two colors).
   2. Napkin ring.
   3. Whisk broom holders.
   4. Book-mark (in two colors).
   5. Pin holders.
   6. Oval mounts for pads.
   7. Raffia mats.
2. *Braided Raffia Work*
   1. Sewing braided mats.
   2. Sewing dolls' hats.
   3. Braided raffia baskets.
3. *Knotted Work*
   1. Twine ball holder.
   2. Raffia bag.
   3. Doll's hammock.
   4. Covered coat hanger.
4. *Woven Work*
   1. Mats with colored centres.
   2. Candy baskets (raffia and reed).
   3. Work baskets with colored centres.

Beautiful Specimens Made Entirely By Children

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ANOTHER GROUP OF BASKETRY WORK

5. *Sewed Raffia Work* (lazy squaw stitch).
   1. Pin tray (two colors).
   2. Card receivers (two colors).
   3. Pin cushions.
   4. Small sewing baskets.

The advanced course in Basketry, which is carried out in the five industrial centres, Grafton, Ledge, Lamartine, Millbury and Canterbury schools, is divided into six groups of work, beginning with the knotted raffia work.

In this group the advanced knots are taught, the double knot, the Solomon knot, and the various mesh knots. Raffia bags of all sizes are made and raffia hats, both children's and ladies' sizes, are constructed from the knots learned, and demonstrate the practicability of the work.

Under the sewed work these stitches are taught, the lazy squaw, the figure eight, and the lace or knot stitch, and with them simple designs are worked out in harmonious colors; trays, bowls and baskets in two and three colors are completed.

Our aim in this department, is to develop the sense of beauty in form, line and color, and the ability to apply this knowledge in other directions.

The list of articles made from the shoe laces, both black and white, are of special delight to the children. They never tire making the fobs, belts and bags which are woven from this material.

In the advanced weaving we teach several forms, single, twist, pairing, triple and rope twist, using colored weavers to bring out the beauties of the different weaves; vertical stripes, variegated form and spiral effects.

Sofa pillows, plant, fern and waste baskets. Work baskets lined and equipped for sewing are completed. These baskets are finished with open or closed borders of many varieties.

To cane seat chairs is not a difficult art, yet it is a practical and useful one, and has a decided value in teaching the handling of splints. The octagonal meshed weave is taught.

Boys at Kendrick Field, Vernon Hill, Ledge, Millbury and Canterbury Playgrounds carried on this work. About twenty-seven hundred pupils are enrolled in the basketry department.

The Playgrounds of America, and of the City of Worcester in particular, have demonstrated the fact that raffia work and basketry form an ideal occupation for children during the play season of the summer, as it combines play and work in the right proportion for the normal child.

An outline of the advanced class work follows:

1. *Knotted Work*
   1. Raffia bag on brass ring centre.
   2. Raffia bag with star centre.
   3. Large raffia hats.
2. *Sewed Work—Stitched—*
   1. Lazy squaw.
   2. Figure eight.
   3. Lace stitch.
   1. Pin trays in two colors.
   2. Fruit bowls in two colors.
   3. Work baskets design in color.
   4. Fancy baskets with cover.
3. *Shoe String Work*
   1. Watch guard.
   2. Belts—two sizes.
   3. Bags (fancy knots).
   4. Opera bags (white strings).
4. *Woven Work*
   1. Raffia tops for pillows.
   2. Work baskets (wooden base).
   3. Tumbler tray (wooden base).
   4. Waste basket (wooden base).
   5. Plant basket (wooden base).
5. *Brass Work*
   1. Desk set.
   2. Blotters.
   3. Candle shades.
6. *Cane Seating*

It may be seen from the above outlines that everything taught the children, both in sewing and basketry is intended to be of practical worth.

Economy, too, comes with this work naturally, for without a care for the odds and ends of everything it could not be possible to attain such wonderful results on so little an appropriation.

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Extending Worcester's Fame Through Song

A Terse Story of the Coming Music Festival, the Fifty-Fifth Annual in the History of This Institution With Its International Reputation; Showing the Unusual Effort Which Has Been Made to Place the 1912 Concerts Above All Others.

WORCESTER'S Fifty-fifth Annual Music Festival is be held in Mechanics Hall from September 30 to October 4, inclusive. This announcement means to the outside world that Worcester is once more keeping up to its standard, and that its claims to a festival which shall make the name of the city known on both sides of the water for its very excellence will still go unchallenged. The Worcester Music Festival is an institution that has been known all over the world for over half a century. It is no uncommon thing to find three generations of one family who have sung in the festival chorus, and still less rare to find three generations that have attended the concerts each in turn.

This year there has been the usual effort made by the committee in charge to give to the public the best that money can command in the form of talent. The roster shows eleven artists engaged for the five concerts. The Boston Symphony Orchestra will play for all concerts, and the festival will be given under the general direction of Dr. Arthur Mees, who will conduct the chorus and some of the orchestral numbers as well. Gustave Strube is the efficient assistant conductor. Aside from the list of artists there is the famed festival chorus, comprising now almost five hundred trained voices. Doctor Mees, in speaking of this chorus some time ago and referring to it as the "backbone of the Music Festival" said, "Anyone can go out, who has the money, and engage an artist for a concert. That is an easy matter, but anyone, no matter how much money he or she has, can not go out and buy a chorus of the size and magnificence of the Music Festival chorus." The committee, however, realizing that there are still many people who enjoy the artists have secured the following: Madame Alma Gluck, Mrs. Caroline Hudson-Alexander and Miss Josephine Knight, sopranos; Madame Louise Homer and Miss Margaret Keyes, contraltos; Lambert Murphy and William Wheeler, tenors; and Horatio Connell, baritone; Reinald Werrenrath, bass; Madame Yolande Mero, festival pianist, and Miss Irma Seydel, violinist.

MR. LAMBERT MURPHY, TENOR

The committee, also adhering to its lately formed policy of giving one new and one old work during the week, has done so for the coming festival. Thus, the programme will include Horatio Parker's *Hora Novissima*, which will be given for its fifth time at the Worcester Music Festival; Verdi's *Te Deum*, which was given previously in 1900; and the new work *Ruth* by Prof. George Schumann of Berlin. The *Hora Novissima* will be contrasted with the *Te Deum* and will form the programme for Wednesday night, and *Ruth* will be given on Thursday night. On Friday night will be given the usual miscellaneous or "Artists' Night" programme, with Madame Alma Gluck, Madame Louise Homer and Lambert Murphy, soloists. On Thursday afternoon and Friday afternoon will be symphony concert programmes, with soloists. This, in effect, is a skeleton of the coming festival.

The soloists selected for *Hora Novissima* are: Madame Alma Gluck, soprano of the Metropolitan Opera Company; Miss Margaret Keyes, contralto; William Wheeler, tenor; and Reinald Werrenrath, bass. *Hora Novissima* was written in 1891 and 1892 and is the work by which the composer, Horatio Parker, is best known, and which has been given in every American city where there is a chorus of sufficient ability. It was on the programme of the Three Choirs' Festival in Worcester, Eng., in 1899, the first time an American work has been so honored. It was conducted by the composer and was received with marks of highest approval. In July, 1900, the same work was given under the same direction at the Chester Festival, and in September of the same year *A Wanderer's Psalm*, written by commission for the Three Choirs' Festival at Hereford, was performed with success equal to that

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of the previous work. *St. Christopher* was performed in Bristol in March, 1901. The first performance of *Hora Novissima* was by the Church Choral Society of New York city in the Church of the Holy Trinity. The Handel and Haydn Society sang the work in Boston in February, 1894. Mr. Parker is indebted to his rhyme that forms the text for *Hora* to Bernard de Morlaix, who was a monk in the monastery of Cluny, France, and who is believed to have been a prolific writer. Five of his poems exist, the greatest, *De Contemptu Mundi*, in three books, containing 3000 lines. It is from this poem that *Hora Novissima* was taken.

In structural form *Hora Novissima* is simple. It contains eleven numbers, six in the first part, five in the second. Honors for the four solo voices are divided with utter impartiality, each being furnished one charming solo. For the quartette there are three numbers which exhibit in all too rare perfection, the delight of quartette singing in which no voice dominates and all blend in complete harmony. Again has Mr. Parker accomplished the unusual in the capella chorus, *Urbs Syon Unica*, which is hailed as the best writing for chorus, unaccompanied, that has flowed from modern pen. There is no striving for spectacular effect, no exploiting of the unusual in any portion of the work. Consistent, thorough, musical from first note to last, *Hora Novissima* deserves what it possesses, the widest repute of any musical composition yet produced by an American.

Ruth, the cantata which will constitute the programme for the Thursday night concert of the festival, will be of unusual interest, especially because of its newness. The work was given its first performance in England last year at the Sixth Triennial Musical Festival. The quartette of soloists to present the work here will be: Mrs. Caroline Hudson-Alexander, soprano, who will sing the part of "Ruth"; Madame Louise Homer, who will sing the part of "Naomi"; Horatio Connell, who will sing "Boaz"; and Reinald Werrenrath, the Priest.

After the Sheffield presentation of *Ruth* one prominent critic said, "This dramatic work almost startled everybody with its beauty and realism. There was a scene of unusual enthusiasm at the close. It almost swept people off their feet. It is not often that English audiences allow themselves to be so carried away that they spring to their feet with cries of 'Bravo.' That is what occurred after that magnificent finish, last night." Something regarding this work and its composers will therefore be of interest at this time.

The contemporary bearer of the illustrious surname of Schumann is not generally known in this country. In Germany he has hitherto been regarded as an eminent academic of conspicuous directive ability, a fertile and scholarly composer, and a supporter, if not the leader of the Moderates, as opposed to the Progressives of the ultra advanced school. He is head of the Berlin *Singakademic*.

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MME. LOUISE HOMER, CONTRALTO

George Schumann was born in 1866 at Konigstein on the Elbe, and after passing through the various stages of precocity, pupilage, prodigyhood and youthful "professional" as organist, pianist and violinist, he entered the Leipsig Conservatorium at fifteen, remained there seven years and then came forth into the wide world of music. He composed, taught and performed, and after filling with distinction posts as conductor at Dantzig and Breman, was made royal professor and chief of the Berlin *Singakademic* in 1900. His compositions number more than half a hundred. He has essayed nearly all forms save opera. His most important works, prior to *Ruth*, were *Totenklage* and *Schusucht* for chorus and orchestra, both to Schiller's text and both now available in an English translation. It was *Ruth*, however, which brought Professor Schumann his present wide fame. Produced on Dec. 7, 1908, at Hamburg, it was at once successful. Performances followed in Germany and Holland; it crossed the Atlantic and was twice performed with great success in Chicago, then Canada followed suit.

The reason for this quick acceptance of the work will be apparent to all who attend the performance and who hear the cantata. Sudden successes are not always permanent. Some of the greatest works have made their way but slowly. Without desiring to prejudge *Ruth* it may be said that its concert effectiveness and its musical obviousness —or perhaps transparency is a better word—are so marked that the public accepts it with delight.

The work is laid out for soprano, contralto, baritone and bass soli, a large orchestra and chorus. Following a brief orchestral introduction there are six scenes, respectively, named: "Naomi's Lament," "The Return of Ruth and Naomi

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to Bethlehem," "In the Harvest Field," "Naomi's Counsel," "In the Threshing Floor" and "Morning Dawn."

CAROLINE HUDSON-ALEXANDER, SOPRANO

These broadly coincide with the main incidents of the Bible narrative. For oratorio purposes, however, certain of the incidents have been amplified, not always with authentic justification or perhaps good judgment. The "Return to Bethlehem" scene is made ferociously dramatic and contains a remarkable chain of declamatory fugato choruses of difficulty, but ending in a quiet solo for Ruth of pleasant, though rather obvious melodiousness. The harvest field music is frankly secular. Though thematic coincidences abound, the music is of much charm, grateful to sing and scored with complete mastery of technique. The threshing floor scene is preluded by an interpolated "Chorus of Nocturnal Spirits" who flutter around the fearful Ruth and jeer at her mission and fears in vivacious strains. Then ensues a love scene of Gounodlike mellifluousness, followed by an imposing "Morning Hymn of the Priests," a finely written chorus. The whole ends in Wagner's most gorgeous "Tristan" manner, with a brilliant peroration.

And now, having outlined the more serious parts of the programme in brief, a work might be said for the soloists, whose selection is always a matter of the most acute interest, not only to the music lovers, the laymen and the people outside of Worcester but to the chorus members also. Madame Louise Homer comes to Worcester for the fifth time as one of the most popular contraltos ever visiting here. She is one of the foremost contraltos of the Metropolitan Opera Company, and in addition to her many visits here as a festival artist, has probably doubled that number as a soloist in other concerts. Madame Alma Gluck is the young dramatic soprano of the Metropolitan who is making such a decided impression, not only on the musical world but upon the critics as well. They vie with one another in their encomiums upon her youth and beauty and the wondrous charm of her fresh young voice. Madame Gluck comes to Worcester for her first festival engagement, although she has appeared here previously in on concert. Mrs. Caroline Hudson-Alexander, soprano who is to sing *Ruth*, is a Western singer who has won her way rapidly in the East. She has held the highest salaried church position in America, and has had unusual successes in the field of concert, recital and oratorio. This will be her festival debut, although she too has had one previous appearance in Worcester, not as a festival artist.

Miss Margaret Keyes, the contralto who will sing in *Hora*, created the role of "The Beloved" in Bantock's *Omar Khayam* when it was first given in Worcester, two years ago at the Music Festival. Miss Keyes made a wonderful impression at that time, and has been recognized all over the country as an unusual contralto. Miss Josephine Knight is a Boston soprano who will be given a festival appearance at the Friday afternoon concert.

Lambert Murphy is another festival soloist who returns this year assured of a position as a favorite with his Worcester audience. Mr. Murphy will sing on Friday night, having been especially engaged for this one concert. For the past year Mr. Murphy has been singing minor roles with the Metropolitan. William Wheeler comes to the festival highly recommended as a recital and oratorio tenor, and will be given his first Worcester festival appearance at this time.

Reinald Werrenrath also returns, an assured favorite, having sung here the last time in 1908. Mr. Werrenrath

MME. ALMA GLUCK, SOPRANO

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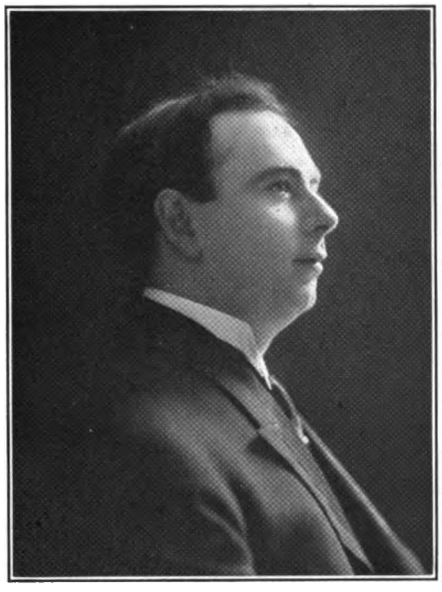
will sing both in the *Hora Novissima* and in *Ruth*. Horatio Connell, especially engaged for *Ruth*, was a soloist last year. Madame Yolanda Mero, the festival pianist, is the Hungarian pianist who created a real



Mr. William Wheeler, Tenor

furore when she completed her two years' tour of the United States and Mexico early last year. Since then she has been living abroad, but returns now for another concert tour. Miss Irma Seydel, the little sixteen-year-old miss, daughter of one of the players of the Boston

Mr. Horatio Connell, Baritone

Symphony Orchestra, will appear at the Thursday afternoon concert. Miss Seydel is regarded as one of the coming violinists of this country. She has already played on numerous occasions with the Boston Symphony Orchestra, and has appeared also in recital programmes all around Boston.

A Wave of Prosperity

Unprecedented Increase in Business in This City and the Country at Large, But Serious Car Shortage is in Sight

Strange as it may seem in this presidential year, with the political strife more acute than in many decades, reports of business conditions from all parts of this country bear the stamp of unusual prosperity.

There has been no doubt about this unprecedented increase in business in Worcester. We have been in a position to observe this increasing wave for many weeks. In all of her diversified industries, Worcester has shown more activity than at any time during the last two years—a fact which has caused even the close students of industrial and political affairs to marvel.

Now comes the report that the same optimistic condition of affairs exists in all parts of this country, with a bumper grain crop breaking all existing records to further enhance these prosperous times. With it the Association of Western Railways is sending out notices and warnings, as we go to press, that the United States is face to face with the greatest car shortage in its history—a shortage which can not help but be felt in this city before November 1.

A shortage of 179,838 cars by October 25, provided only that the amount of traffic handled in 1909 is furnished this year, is estimated in the preliminary warning. The largest tonnage that has ever been handled by the country's railroads is declared to be in sight already, this sudden boom in all branches of business combining to put an unprecedented strain on transportation facilities. Figures available for August alone show a decrease in four weeks of 25,000 available cars, a condition which is bound to increase rather than diminish.

Appeals to shippers to make the utmost use of every available car, are being sent out broadcast by the railroads.

One railroad has already gone so far as to warn many of its customers to do what shipping they can in the next sixty days, as indications point toward such a shortage by the end of October, that the railroad will not be able to furnish a single car.

Naturally, this condition of affairs has sent the railroads rushing to the car builders for new cars, and they are all stocked up, months ahead, with orders to furnish new equipment.

Worcester's Greatest Bridge

The reproduction of the massive Boston and Albany railroad bridge at Southbridge street, shown on the front cover of this issue of the *Worcester Magazine*, is the first photograph to be reproduced since the completion of this remarkable engineering feat.

The work of abolishing this particular grade crossing was the most difficult and costly of the entire southern grade crossing problem. In addition to providing a suitable bridge for Southbridge street, it was necessary for the engineers to plan for the crossing of the Boston and Albany and New York, New Haven and Hartford tracks at different levels, at the South Worcester junction. The solution of the problem followed a year of continual study on part of railroad engineers, and an outlay of about $500,000 to carry their accepted plans into effect.

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Preparing For Its Winter Campaign

An Outline of the Preliminary Plans of the Worcester Art Museum for 1912 and 1913, Showing What This World-Famed Institution Hopes to Accomplish; together with a Foreword on Intended Exhibitions and the Announcement of Three Regular Courses

By Elizabeth Manning Gardiner

IN this busy season, when the whole country is noisy with stumpspeeches, the Museum, too, finds itself astir with preparations for its winter campaign. It aims at nothing less than the cordial support of the entire county. The aim is ambitious, and its chief opponent, the rush for a living, with attendant weariness and indifference on the one hand, and appetite for feverish amusements on the other, is almost invincible. What chance has the exhibition against the moving picture show? The struggle will surely not be decided in a single season nor in ten.

But he is a half-hearted fighter who does not believe in ultimate success, and a stupid one who does not have definite reasons for the faith that is in him. The Museum authorities feel that they have at least two such reasons.

In the first place, their platform, if perhaps quixotic, is at least simple and easy of explanation. It has just three planks: exhibitions fine enough in quality to satisfy the connoisseurs and broadly human enough to appeal to the layman; conditions of access made easy for the busiest and the poorest; guidance that shall rouse of the interest of the untrained, and yet be of value to serious students; in short, the best available collections enjoyed in the sincerest and most intelligent possible way by the greatest number of citizens.

In the second place, all our activities are arranged directly to carry out this program. Such a general statement is easy to make—but it may be tested by a glance at the announcements for the coming winter.

The temporary exhibitions, so far as they are already planned, will bring our public into touch with a wide range of the more promising modern work. For the print lover, special opportunities will be given to study contemporary products. Early in the fall (September 15 to October 12) will be shown a collection of colored etchings by Bernard Boutet de Monvel, a young Parisian painter, not yet thirty, who bids fair to rival in popular affection, the older Maurice Boutet de Monvel, so familiar for his charming portrayals of childhood. This will be followed by drawings in black and white and color by Orson Lowell, the well-known illustrator in *Life*, while later in the season, at a date not yet fixed, there will be on view a representative selection of the work of sixty of the most important modern German etchers and engravers. To the connoisseur names like Klinger, Liebermann, Willi Geiger, Greiner, speak for themselves. Sculpture will be represented in an exhibition of small bronzes and bas-reliefs by contemporary Americans. Though no definite details with regard to date or exhibitors are as yet arranged, it will probably be held in the late winter and early spring, and will undoubtedly contain work by such artists as McMonnies, Bela Pratt, the two Borglums, Grafley, Chester Beach, Konti, Brenner, Miss Eberle and Mrs. Vonnoh.

Of paintings the only exhibition for which complete arrangements have been made, is one which should attract keen interest from its frankly typical national character, that of the newly organized society of "Painters of the Far West" (December 8–January 5). As the name implies, the subjects will be drawn entirely from our own Western scenery. Among the members of the association, five are already known to the visitors of the museum. Albert Groll, one of whose paintings of Arizona scenery was shown here last spring; Elliot Daingerfield, and F. Ballard Williams, dreamers both, one of the witchery of the night and the other of enchanted valleys, peopled by ladies of romance; Gardner Symons, lover of naked river banks and raw, bracing air, and Ben Foster, who interprets so well the solemn peace of twilight forests. These five alone would be enough to secure the "Painters of the Far West" distinction and abundant variety of handling.

Another show for which negotiations are under way, will appeal to a still more localized patriotism. Sometime during the early winter the Museum will hold a loan exhibition of work by contemporary artists, American and European, and old masters, owned in Worcester or Worcester County. Through the kindly co-operation of the collectors we are already sure of being able to fill two galleries with work of genuine distinction, and we feel certain that even to those familiar with many of the individual paintings displayed, the collection in its entirety, will be an impressive revelation of the artistic resources of our own community.

If the temporary exhibitions, so far as can be announced, include chiefly modern work, it is probable that new acquisitions for the permanent collection will embrace at least one or two notable examples of the older masters.

Purchases cannot of course be predicted, but the most recent one, the Della Robbia placed on view last June, may be taken as an earnest of what will follow. The charm of these reliefs in blue and white glaze has long been felt in America, and a number of notable pieces have found their way into private collections. But among those easily accessible to the general public our example reveals perhaps most perfectly, the sweet, yet dignified simplicity of Andrea's style.

But besides original works, the Museum possesses a large amount of what may be called secondary material, and in this department also plans are made for a systematic increase. About 1600 new photographs will be ready for consultation by the public early in October. They will consist in part of a series of more than 300 examples of English Painting from the 16th to the 19th centuries, generous supplements to the material on Greek and Roman private life, and a set of some 800 illustrations of Architecture and Sculpture in Mediaeval Italy, France and Greece. The collection of over 9,000 to which these are the latest addition is intended to serve as a documentary basis for a thorough study of the history of art in all its branches. Further material for such study is supplied by the books, of which 200 volumes treating in the main of the subjects illustrated in the photographs, have been added this summer.

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As we have already stated, however, the aim of the museum is not merely to collect, but to render its collections serviceable. Hence in the program for the coming winter, educational activities hold their usual prominent place. These activities, as will perhaps be remembered by the readers of the Worcester Magazine for February, 1912, fall into three classes: First, certain regular courses of instruction for adults and for children; second, occasional lectures given on request to clubs, schools, and other institutions (at this early date, five lectures have already been promised); third, the placing of all our resources, as completely as is feasible, at the disposal of those who desire to use them as students or teachers.

The method hitherto in use of sending out photographs for class-room or club use, labelled merely with brief titles has the disadvantage that the connection between the subject illustrated and the picture chosen is not always obvious even to the teacher. (For example, a bit of fantastic sculpture from the Abbey Church at Vezelay, to be shown in a lesson on the crusades. The puzzle disappears when one learns that the church was being built at the very time when the council that determined the Second Crusade took place below the abbey, and that the choice of such a subject as the divers nations that listened to the Apostles at Pentecost was due in part at least to the new interest in foreign travel, kindled by the returning crusaders.) Thus it has seemed wise to make special groups of photographs for the subjects in greatest demand for class-room illustration, accompanying each by a careful series of typewritten explanations. The plan as already tried with the two sets selected last May, has met with a warm welcome.

But the most radical departure will be the School Loan Exhibitions of framed photographs from works owned by the museum. The beginning is a very modest one, but small as the groups are, they are carefully selected so that not only has each picture genuine distinction as a work of art and some quality which can be made appealing to the children, but also each of the groups can be made to form an attractive decorative whole. It is hoped that the presence in the school-room of these emissaries from the museum, if only for a week or two during each year, will surely lead some of the children, perhaps even of the teachers, to come and discover for the first time the more perfect beauty of the originals. And we venture to hope that besides bringing us new visitors they will help in the work already begun by so many of the teachers, that of fixing a standard for gracious and dignified decoration in the home.

Such are the plans of the Museum for the coming season. We feel that they show progress toward our ideal of a distinguished collection, made serviceable to the entire community. But the rate at which the Museum moves forward in this and in succeeding years will depend largely upon the measure in which those who sympathize with its aims and methods, are willing to give their outspoken and practical support.

Announcements

Three regular courses are offered for the season 1912-13:—

(1) *The Museum Conferences;* illustrated lectures on "The Life and Art of the Middle Ages." Admission by ticket procurable at the Museum.

The series of twelve conferences, although it forms a unit in itself, is a sequel to that offered in 1911–12 on "The Life of the Ancient Peoples in their Art," and will probably be followed in 1913–14 by a similar discussion of the Italian Renaissance.

It will be necessary this year to give the course in one section only, meeting at 4.30 on Monday afternoons, instead of in two sections as heretofore.

Fee for the entire course, $2.50.*

(2) *A Teachers' Course,* on "The Mythology of Greece as Illustrated in its Literature and Monuments."

The Course will consist of 22 illustrated lectures given in the Museum on Thursday afternoons at 4.45, on dates extending from October 3 to April 3. Membership will be free to teachers in educational institutions in Worcester and vicinity. From others a fee of $5.00 will be asked.*

No preparation will be required, but outside study will be recommended, and a bibliography and list of illustrations furnished for each myth or legend.

(3) *The Story Hour;* illustrated talks, primarily for children under fifteen years of age; open to all who desire to attend. Held on Saturdays at 2.30 P. M., from October 5th to May 10th.

The first half of the course will consist of "The Stories of Troy"; the second half of "Stories of the Heroes of the Church." The talks will be supplemented as in the past year, by collections of photographs in the Children's Room, which will remain on exhibition till the following Saturday.

All of the books, photographs and slides in the possession of the Museum are accessible to anyone who desires to consult them in the Museum, and, with the exception of a few rare and unusually valuable books, may be borrowed by responsible persons for use in clubs and classes in the city or surrounding towns. Borrowers are expected to pay cost of carriage and to return all loans within 48 hours (exclusive of time of carriage).

For teachers who desire to use photographs or slides in their classes, there have been prepared several lists of illustrations, accompanied by notes explaining the relation of each slide or photograph to the subject, and by a certain amount of information about the period from which the illustrations are drawn. The subjects for which such lists have already been prepared are:

Rome in the Age of Augustus, Rome in the Age of Constantine, Life in the Age of the Crusades, Colonial People and their Surroundings.

Others which will be ready for use shortly are: Greek Daily Life, Roman Daily Life, Italy in the Time of Columbus, France in the Time of Joan of Arc, France in the Period of Chaucer.

School Loan Exhibition.

Besides throwing open its library resources to properly accredited borrowers, the Museum has instituted circulating exhibitions for use in the public schools of the city. These consist of large, framed photographs, in carbon finish or color, reproducing the pictures and sculpture in the possession of the Museum. As at present arranged they form four groups:

The Salisbury Portraits (7 photographs)
Colonial and English Portraits (6 photographs)
Old Masters (6 photographs)
Modern Painting in America and France (12 photographs)

But it is expected that these will be enlarged and recombined from time to time. With the co-operation of the Superintendent of Schools plans are being made to exhibit for a week in each school year, at least one such group in every city school.

* From sustaining members no fee will be asked.

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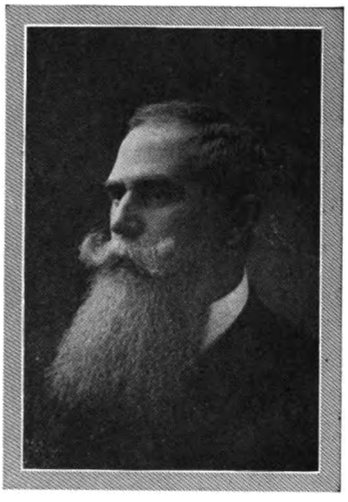
The Fifth International Congress of Chambers of Commerce

Worcester is Paid the Distinguished Honor of Entertaining the Select Group of Foreign Diplomats and Great Manufacturers at the Close of This Great International Event, an Honor Shared by Less Than a Dozen Cities on This Continent

DISTINGUISHED honor is paid Worcester, Massachusetts, in its selection by the Tour Committee of the International Congress of Chambers of Commerce, as one of the less than a dozen American cities selected to entertain the distinguished visitors from abroad who are coming to America for their fifth convention in the city of Boston this month. The day selected is September 30th, and the party comes here direct from the Hub.

The Board of Trade of Worcester is a member of the International Congress, being one of the seventy-five American commercial organizations affiliated with the International organization, and it made early application to the Tour Committee for the privilege of entertaining the International Congress, after the Boston Convention had come to an end. This request the tour committee has granted.

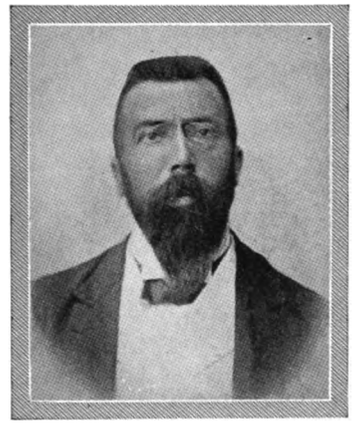


M. CANON-LEGRAND
President of the Permanent Committee

The International Congress of Chambers of Commerce represents the very highest type of business men in the world, and the governments of the several countries, in which the Congresses have previously been held—Belgium, Italy, Austria and England—have always extended the highest honors to its membership. Now that they are coming to America for the first time, it behooves us to give them a truly royal welcome, and arrangements are being made in every city that they visit to make their stay both pleasurable and notable.

They will come here direct from Boston, reaching this city at 10.30 a.m. and will be taken in automobiles to various points of interest, after which they will be given an elaborate dinner, leaving this city for Buffalo and Niagara Falls at 9 p.m. This visit means everything to Worcester, for it will supply an equalled opportunity to impress the business leaders of the world with the magnitude and stability of our enterprises, and the excellence of our output. It is expected that the German contingent in the party will number some 76 persons; Italy will contribute 55; England 50; Austria 40; Hungary 21, France 17; Russia 7; New Zealand 6; with smaller representations from Chile, Brazil, Colombia, Gautemala, Honduras, Peru, China, Japan, and other countries. Practically every civilized nation on the globe will be represented in the visiting party.

Mr. Louis H. Buckley, assistant general manager of the United States Envelope Company, is the chairman of the Committee on Itinerary, having in charge the tour of the city; Mr. George M. Bassett, is chairman of the Committee on Banquet; Mr. Henry A. Macgowan, has charge of the entertainment of the ladies accompanying the party, and the general committee from the Board, which has the supervision of the various details for the day's entertainment, consists of President Edward M. Woodward, Chairman; Vice-president Albert H. Inman, Ex-president Charles T. Tatman, Mr. Fred H. Daniels of the American Steel & Wire Company, Mr. Louis H. Buckley, Mr. C. Herbert DeFosse, Chairman of the Committee on Banking, and Herbert N. Davison, Secretary.



M. EMILE JOTTRAND
Secretary, International Chambers of Commerce

Delegates from this Board to the latter body are President Edward M. Woodward, ex-President Charles T. Tatman and Mr. Fred H. Daniels, and Mr. Woodward has been honored by membership on the Boston Honorary Committee, having the Convention in charge.

COPLEY-PLAZA HOTEL, BOSTON, WHERE THE SESSIONS OF THE INTERNATIONAL CONGRESS ARE TO BE HELD

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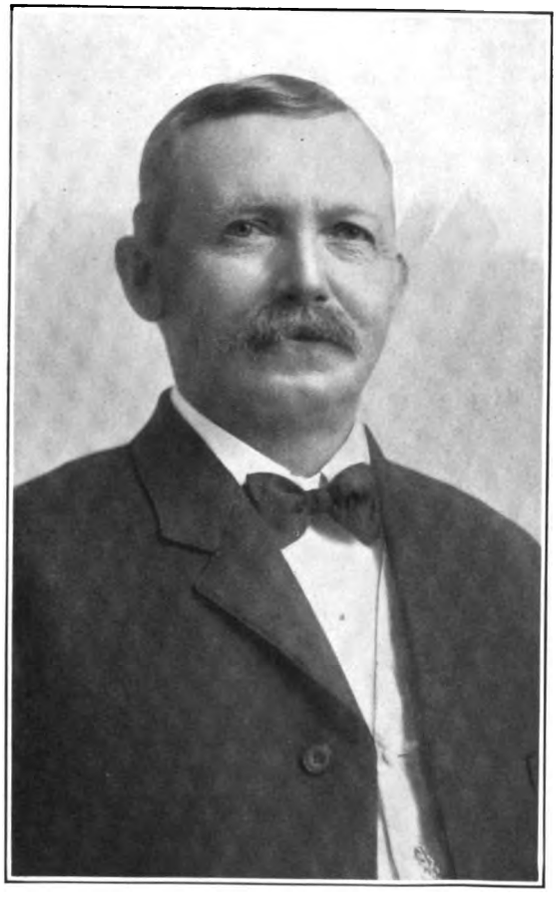
Joseph L. Howe

Member of This Board, Business Man and Close Follower of Municipal Affairs, is Called Beyond

Joseph L. Howe, member of this Board, and widely known coal and wood dealer in Greendale, died at his home, 23 Olive Avenue, on August 14th, after an illness of eight months of heart disease.

Though a resident of the city of Worcester only twelve years, Mr. Howe had become one of her most loyal adopted sons. He was at all times intensely interested in the work of this Board and in the prosperity of the city.

He located in Greendale at a time when that particular section of the city had assumed rapid development.



JOSEPH L. HOWE

With other business men and property owners in that vicinity, he took active part in all municipal matters concerning the welfare of that now important section of that community.

Always interested in municipal matters and equipped with a practical experience extending over a period of fourteen years as selectman and assessor in the town of West Boylston, Mr. Howe was a distinct asset to Greendale. Though he never held office in this city, he was a close student of municipal affairs and followed various movements in the city very carefully.

Mr. Howe established a coal and wood business in Greendale in 1900, and under his personal supervision business made a substantial growth each year. Failing health, however, robbed him of his once untiring energy, and eight months prior to his death, he was forced to give up business cares entirely.

Mr. Howe was born in Holden on October 10, 1847. He came of old New England stock, and lived in his native town until he was 22 years old. He then went to Princeton, where in company with a relative, he engaged in the cabinet making business. Five years later he was married to Miss Mary Goodale, and went to West Boylston to make his future home. He immediately started in the lumber business and built an extensive trade.

At the same time he took active interest in the development of that town and his worth to the community cannot be estimated in dollars and cents. Recognizing his sterling business ability and sound judgment, his townsmen elected him selectman for four years and for eleven years thereafter he was one of the assessors of the town.

The knowledge which he gained in this work, was of especial value at the time the Metropolitan basin, as an additional water supply for the city of Boston, was planned. He was selected to be appraiser for the work for all property damages for West Boylston, Sterling, Clinton and Holden.

Mr. Howe remained in West Boylston until 1900, when he disposed of his business, and removed to Worcester.

He was a member of the Odd Fellows and the Worcester Harvest Club and the Adams Square Congregational Church.

In addition to a wife, he is survived by a daughter, Miss Ethel Christine Howe; a son, Ernest Warren Howe, and a grandson, Carl Tyler Howe.

Funeral services were from the home, 23 Olive Avenue, on Friday, August 16, attended by a large number of former business associates and friends. The body was interred in the family lot in West Boylston cemetery.

New Departments

Beginning with this issue of the *Worcester Magazine*, two new departments are added to its pages, "Worcester, a Quarter Century Ago," and "City Affairs."

It is the intention of the editor to make these departments permanent features of this publication and devote to each at least a page an issue.

Probably no better examples of the wonderful progress of Worcester could be given than picking incidents here and there from the newspaper files of 25 years ago and reprinting them, with other interesting data of that day, in the columns of the *Worcester Magazine*. This department will also serve to recall to the minds of many Worcester citizens, incidents with which they were identified a quarter century ago, but which they have long since forgotten.

In the department devoted to city affairs, we will seek to briefly sketch from month to month, important actions of the various branches of the City Government, and the work of the various municipal departments. Hitherto, this information has been given to the readers of the *Worcester Magazine* in the Current Event Department, where brief paragraphs on City affairs have appeared each month. For the present we will continue to enumerate the less important actions of municipal committees and departments in the Current Event column.

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Worcester a Quarter Century Ago

September, 1887

NO person who takes upon himself the task of scanning the newspaper files of twenty-five years ago for events of interest, either for historical purposes or to show the wonderful advances Worcester has made in such a comparatively short time, can fail to note the great change in makeup and style of the newspaper itself. No glaring headlines of big black type, such as are the rule today, called the attention of the reader to the feature articles. No flaming full page advertisements of bargain sales could be found in the heart of the newspaper to compel attention and later attendance at the aforesaid sales.

Single column heads of moderate sized type, minus heavy bold faces were the rule for all news stories and happenings which today would in themselves cover half a front page and columns on the inside, were confined to less than a column and single column headings, under the old and accepted style.

And so we find, in September, 1887, the first out-of-door demonstration with an electric car in Worcester, one of the first successful tests in the United States, treated to a one-line head on an inside page, given less space and no more importance than an ordinary wedding gets in the press of today, as the following from the Worcester *Spy* of September 15, 1887, will show:

The Electric Car.

"The little Daft Electric car that was exhibited at the rink fair last spring was pulled on a dray yesterday afternoon, carried to the Dummy station and placed upon the track.

"The electric wire and traveler that complete the electric circuit were attached to the wire on the poles and then the car was ready for service. Besides the electrician there were two attendants, one to work the lever, and another to wind the traveler wire, which had been cut too long, thereby causing the traveler to lag behind the car in a rather unpleasant manner.

"Mr. H. H. Bigelow and family, several newspaper men and a few other people were on hand and made a full complement of passengers.

"Several trips were made between the station and the iron works. The rate of speed was slow, owing to the lack of power furnished by the dynamos, but otherwise the trial was generally satisfactory. A few unimportant alterations in the apparatus will have to be made, and then, if everything continues satisfactory, the car will make regular trips to the lake and back. Later in the season a Daft motor will be attached to one of the large passenger cars.

"The little car shines with fresh paint, white curtains and nickel-plated rails, and from its sides, as formerly, gleams the legend, 'Foster street branch, W. & S. R. R.' A platform has been added to either end, white canvas curtains surround the sides and ends and a monitor top with electric lamps and stained windows have been put on, so that the car is a very pretty little toy. It can carry a dozen passengers comfortably. * * *

"The current was only 85 or 90 volts intensity and equal to half a horse-power. The electrician said 110 volts were necessary, the current used being only sufficient to run two or three incandescent lights."

A Convention City.

Worcester was truly a convention city in September, 1887. Two state political conventions were held in Worcester during the month, in addition to the annual meetings of the Massachusetts Mayors Club and a number of minor conventions, for the most part of Worcester County organizations.

The Prohibitionist Party of Massachusetts had its convention in Mechanics Hall early in the month, attended by the largest number of delegates to any similar convention of the party up to that time. The delegates reciprocated for the hospitality given them by nominating a Worcester man, William H. Earle, for Governor.

The Democratic State Convention was held in the same hall on September 20, at which Henry B. Lovering of Lynn, was nominated to head the state ticket.

The Mayors Club, with 19 cities represented was entered by Mayor Samuel Winslow at his home on September 22.

Demolishing Old South Church.

Work of tearing down Old South Church, which was located on the Main street side of the Common on the site of the present city hall, began in September, 1887, following a decision of special commissioners Thomas M. Stetson, Henry W. Taft and Rodney Wallace, on the damage to the First Parish Society, amounting to $148,400.

The removal of the old landmark was attended by many newspaper comments on its historical value and its associations, and the work was watched daily by large crowds of people.

The Odd Fellows Home.

Active work in raising funds for the erection of a Massachusetts Odd Fellows Home in Worcester began in September, 1887, with the Worcester lodges taking the lead in the canvass. During the month, the four Worcester lodges voted, outside of individual subscriptions, a total of $2,700 toward the fund.

A Prophecy Coming True.

The location of the proposed Federal building was practically settled in September, 1887, Franklin Square being picked as the desirable site and a writer in one of the newspapers predicted at that time, that a modern theatre and big hotel, in addition to many business enterprises would spring up around the site.

The busines section grew within a short time and now, at the end of 25 years the remainder of the prophecy has come true. The Franklin Theatre has been erected and just behind it, though its entrances will be on Park and Portland streets, the steel network of The Bancroft, Worcester's $700,000 hotel is reaching up above all buildings in the immediate vicinity.

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City Affairs

Municipal Incinerator.

Plans for the proposed municipal incinerator to be erected on Albany street, submitted to Mayor David F. O'Connell for consideration, have been approved and notices have been sent out calling for bids for the erection of the plant.

The incinerator is to be built of brick, windowless except on the roof, the walls being relieved by square panels of stucco and brick, laid five-eighths of an inch deeper than the outer wall.

The building will be 11 feet high. It will be 49 by 63½ feet and will be set on the center of the city's lot, which has a frontage of 100 feet and is 168 feet deep.

Six skylights and ventilators will be placed in the roof. The upper surface of these will be of glass, six feet in diameter.

Wagons will be hauled into the building at doorways in the rear leading from a driveway at either side. This arrangement makes it possible for teams to follow one after another, entering one side and leaving the other. Rubbish will be dumped on the floor of what will be known as the sorting room. Here salable paper and rags will be baled, and other salvage gleaned. The refuse will be swept into hoppers on top of the two furnaces, which will be in the basement, extending half underground.

The furnaces are designed with baffling chambers, to prevent any unconsumed refuse getting into the chimney. The outlet from each baffling chamber will be in a different position, this making the burning substance strike against the walls of each as it passes through. Any unconsumed material that reaches the last chamber will be caught on a fire clay screen. The chimney will be 70 feet high.

It is estimated the cost of construction will be $100,000. The estimated capacity of the incinerator is 40 tons of rubbish a day.

Special Meeting of City Council.

In an effort to secure the necessary funds for the erection of a tuberculosis hospital for this city, a special meeting of the City Council was called on the night of August 6.

It was intended to secure final action on this matter, that the actual work of construction of the proposed hospital might be started at once on land donated to the city by the late Henry Putnam, on Belmont Hill, adjoining the Isolation hospital property.

A report was submitted to the Board of Aldermen, showing that the total cost of the work, including alterations to the heating plant of the Isolation hospital group and the construction of a joint kitchen and supply building would amount to $177,500, an increase of $47,500 over the original estimate and specified in the original loan order.

No final action could be obtained at the meeting on account of the refusal of Alderman Harry A. Wilber to vote in its favor until he had secured an explanation on the increased cost of material and labor which were given as reasons for asking an additional appropriation.

His vote was needed to affect the adoption of the order as Alderman Charles W. Stevens was instructed to oppose the matter by his constituents, and three aldermen were absent.

A transfer of $20,000 to the City Hospital account and a mass of routine matters were disposed of by reference to various city council committees.

Financial Statement.

The financial statement of the city to August 1, 1912, issued on August 20 by City Auditor Frank E. Williamson, shows the net debt of the city to be $7,950,591.59, an increase of $676,224.58 over the debt at a similar period in 1911.

Loans authorized by City Council to date, this year, amount to $691,000.

The total appropriations for the year amount to $4,917,241.97, total expenditures to August 1, $3,100,-823.06, leaving a balance unexpended of $1,816,418.91.

The draft for July bills amounted to $504,706.79.

Enumerators Appointed

The sub-committee on finance of the school committee at a meeting held during the last month, appointed enumerators for the annual public school census.

Those appointed follow: Andrew G. Aldrin, 44 Tainter street; George W. Dean, 182 Chandler street; John A. DeMarco, 156 Shrewsbury street; Henry B. Elkind, 98 Harrison street; Joseph Feingold, 58 Providence street; William J. Heffern, 14 Normal street; Miss Alice M. Hoar, 70 Chandler street; Harry W. Hyde, 19 Caro street; William H. Larkin, 23 Benefit street; William A. Loughlin, 2 Clayton street; George W. Marblel, 4 Queen street; Jeremiah J. McCarthy, 52 Bowdoin street; Ralph D. McLaughlin, 28 Roxbury street; John J. McPartland, 21 Pond street; Alfred S. O'Connor, 22 Ledge street; C. W. F. O'Connor, 34 Parker street; George B. O'Flynn, 33 Hamilton street; Harry G. Peterson, 60 Chandler street; John F. Prendergast, 387 Millbury street, and John Ryan, 81 Piedmont street.

Substitutes: Charles F. Boyle, 36 Hamilton street; Philip E. Dooley, 22 Jacques avenue; Albert M. Friedman, 3 Chapin street; Harry J. Cahill, 101 Gage street, and Harry L. Toomey, 355 Plantation street.

Worcester's Wealth

Worcester is making remarkable progress, according to tabulations of the assessed wealth of the city, which have been given out by the assessors for 1912.

The total assessed wealth amounts to $153,058,968, of which $118,751,500 is represented in real estate, and $34,307,468 in personal property.

Taking the 1912 water census of 156,362 population, the per capita wealth of the city amounts to $978.87, a remarkable average and one which is believed to be without an equal in other cities the size of the Heart of the Commonwealth.

Garbage Disposal Investigation

Alderman Walter S. Doane, Councilman Thomas F. Dean and James C. Coffey of the Board of Health returned on Aug. 17th, after inspecting garbage disposal plants in New York; Columbus, O.; Toledo, O.; Buffalo, N. Y.; Detroit, Mich.; Toronto, Can.; and Montreal, Can.

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Editorial Reflections

Worcester's Industrial Pre-eminence

To those who might have entertained a doubt, at any time during the last decade, as to the industrial growth of Worcester in comparison with the growth of other cities of the Commonwealth, we cheerfully recommend a brief study of the advance Bulletin of Statistics of Manufactures for the state, cities and industries, as compiled in connection with the Thirteenth Census of the United States (1910). It fairly breathes progress and optimism of the Heart of the Commonwealth.

This interesting document has just been issued and contains comparisons of gain or loss for the five years, beginning with 1904 and ending with 1909.

Worcester continues to be the third city of the state in rank according to value of products by a very substantial margin over its next nearest competitor, making a phenominal increase in this respect of 47.9 per cent. Lawrence is the only city in the Commonwealth to show a higher percentage of increase, due primarily to the greatly increased production of woolen and worsted goods, in the manufacture of which that city now outranks any other in the United States. This increase forced Lawrence from fourth to second place, exchanging places with Lynn, which had been outstripped by Worcester during the five years.

The gross value of products do not, however, tell the complete story, as a closer study of the statistics show. Worcester sent out products in 1909 which had a value added by manufacture of $34,547,000. Lawrence on the other hand with over 2000 more wage earners could only exceed this amount by $8000.

Lawrence employs 30,542 wage earners who receive $13,787,000 in wages each year. Worcester employs 28,221 wage earners who receive $15,295,000 for their year's work. Carry this comparison still further and you will find that the average yearly payroll of the Worcester wage earner is $541.97 against only $451.41 paid in Lawrence.

Once more Worcester's claim to be a city of skilled mechanics who are paid wages in proportion to their skill is demonstrated, for let it be also remembered that the above figures do not include salaried employees. They are in a class by themselves, earning a total of $3,183,000 a year against $1,581,000 paid in salaries in Lawrence.

Here again those gross figures which kept Worcester in third place instead of second are deceptive. The number of salaried employees in this city totaled 3183, who with 750 proprietors and firm members, brought the grand total of persons engaged in industry to 32,154, while Lawrence could muster a grand total of only 31,589.

But even with this great increase in the cotton and woolen business in Lawrence, that city is hard pushed by Worcester for second place, there being less than $3,000,000 difference in the value of products manufactured annually. And it is here that Worcester's industrial supremacy is very clearly demonstrated, as an analysis of the situation will show.

Take Lawrence for example again. Of the total products manufactured in that city 73.2 per cent. are cottons and woolens; a situation which places the city almost entirely dependent upon the cotton and woolen market, to rise and fall with the figures on the board.

How different the situation in Worcester! To quote from the report itself:

"The city owes its position to a comparatively wide range of industries, important among which are foundries and machine shops, with products valued at $13,219,000; the manufacture of woolens and worsted goods, with products valued at $4,460,000; the clothing industries, with products valued at $2,498,000; the manufacture of boots and shoes, with products valued at $2,414,000; bakeries, with products valued at $1,472,000; and printing and publishing, with products valued at $1,233,000. In 1909, 23 per cent. of the wage earners reported for all manufacturing industries of the city were employed in foundries and machine shops. The manufacture of steel, wire, leather belting and hose, corsets, paper goods, carpets and rugs, and emery and abrasive wheels, and slaughtering and meat packing are also important industries, but the statistics for each are included under the head of 'All other industries,' in order not to disclose the operations of individual establishments."

This statistical statement of "All other industries," referred to shows that 232 establishments of all descriptions turn out products manufactured annually which are valued at $48,515,000.

The following table of totals for all industries presents in a nut shell, Worcester's remarkable industrial development, a growth which with all things considered is unexcelled in this Commonwealth:

	1909	1904	1899
No. of Establishments,	580	470	465
Persons in Industry (Total),	32,154	25,259	
Proprietors,	750	420	
Salaried Employees,	3183	2043	1326
Wage Earners (average),	28,221	22,796	22,593
Financial—	**(Expressed in Thousands)**		
Capital	$64,639	$48,772	$41,384
Salaries,	4,169	2,377	1,706
Wages,	15,295	11,825	11,281
Cost of Material,	42,601	27,011	23,470
Value of Products,	77,148	52,145	46,793
Value added by Manufacturing,	34,547	25,134	23,323

Bear in mind that these figures only tell the story of Worcester's industrial growth to January 1, 1910. In the two and one-half years since that time, the expansion has been just as remarkable. Older establishments have made substantial additions, younger concerns have shown material growth and new plants have sprung up on all sides—a development which to-day is claimed to place Worcester second only to Boston, in comparison with Massachusetts cities, if not in all New England, and calls to mind again that brief but ideal description of the Heart of the Commonwealth: "An old New England Municipality rendered pre-eminent by inventive genius, where employer and employee, meeting together on a common level, labor together for the common good; where culture in the midst of a commercial civilization is still honored and where the upbuilding and preservation of the home is still recognized as the supremest duty of the American People."

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, H. WARD BATES.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

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HARTLEY W. BARTLETT, J. HARVEY CURTIS, MARCUS L. FOSTER,
ERNEST P. BENNETT, DANIEL E. DENNY, S. FOSTER H. GOODWIN,
GUSTAF A. BERG, C. HERBERT DEFOSSE, ARTHUR R. HAVEN,
JOHN E. BRADLEY, FRANKLIN B. DURFEE, ALBERT H. INMAN,
EARLE BROWN, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARK N. SKERRETT,
EDWARD M. WOODWARD.

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DANIEL E. DENNY, ALBERT H. INMAN,
EDWARD M. WOODWARD, *ex-officio.*

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WILLIAM H. BALCOM, JAMES F. HEALY,
JULIAN F. BIGELOW, AUSTIN A. HEATH,
W. LEVI BOUSQUET, ARTHUR B. HOWE,
FRANK M. ENSWORTH, WILLIAM H. TONER,
HUGO FENCHEL, CHARLES H. WILLOBY.

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Athletics: HARTLEY W. BARTLETT.
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Statistics and Information: ARTHUR R. HAVEN.
Taxation: JOHN H. BRADLEY.
Transportation and Railroads: MARCUS L. FOSTER.
Washington Square Improvement: ARTHUR C. COMINS.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON

Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOSART.

Special Meeting of Directors

Receive and Accept Report Recommending the Engaging of an Expert Railroad Engineer to Draft New Plans for Northern Grade Crossing Abolition

There was a special meeting of the Directors of this Board in the rooms, 11 Foster Street, on Friday evening, August 9, at eight o'clock.

There were present: Mr. Edward M. Woodward, the president, who presided; Gustaf A. Berg, Arthur C. Comins, J. Harvey Curtis, Franklin B. Durfee, S. Foster H. Goodwin, Charles H. Norton, Hon. Daniel E. Denny and Mark N. Skerrett, a quorum.

On motion of Mr. Skerrett, William J. Conlon was elected secretary pro tem.

The following report was read:

" Aug. 7, 1912.

SPECIAL COMMITTEE ON NORTHERN GRADE CROSSING ABOLITION

" *To the Directors of the Board of Trade.*

" There was a meeting of the Special Committee of eleven citizens, appointed on June 28, 1912, to consider the advisability of engaging the services of an expert engineer to draft a plan for the abolition of the Northern grade Crossings which would conserve the interests of all parties concerned, in the office of this Board on Wednesday evening, Aug. 7, 1912, at 8 p.m.

" There were present: Edward M. Woodward, the chairman, who presided; Hon. James Logan, Hon. Philip J. O'Connell, Atty. Harrison W. Bowker, Atty. Henry L. Parker, Herbert P. Bagley and George L. Brownell. Absent were: George N. Jeppson, Henry F. Harris and Marcus L. Foster and the secretary, Herbert N. Davison, all of whom were reported to be out of the city.

"On motion of Mr. O'Connell, William J. Conlon was elected secretary pro tem.

" A report was submitted for the sub-committee, consisting of Messrs. Logan, O'Connell and Parker, by Mr. O'Connell, to the effect that it had conferred with His Honor, the Mayor, on the matter of having the city assume the cost of such an expert, who said that on advice of the city solicitor he does not feel warranted in incurring the expense of employing an expert railroad engineer. Report accepted.

"Following a general discussion of the whole matter of engaging the services of an expert railroad engineer, it was voted on motion of Mr. Logan:

" 'In view of the report of the sub-committee this committee recommends that an expert railroad engineer should be employed to prepare a plan to conserve the interests of all parties concerned, the expense incurred to be borne by interested parties, and that the Board of Directors of the Board of Trade call a meeting of these parties immediately, at which this report shall be submitted for consideration.'

"Mr. Woodward was instructed, on motion of Mr. O'Connell, to convey the report of this committee to the Directors of the Board of Trade.

"Adjourned at 10.40 p.m.

"For the Committee,
W. J. CONLON,
Acting Secretary."

On motion of Mr. Norton, the above report was accepted and referred to a mass meeting of interested parties, awaiting action in Board of Trade hall.

In the matter of the proposed increase in freight rates from New England to Pacific Coast points, as announced by the transcontinental railways, it was voted to refer the matter to the Committee on Transportation and Railroads.

A communication from the Pensacola Commercial Association, seeking better protection for the Panama Canal by means of a more powerful naval base and navy yard in the Gulf of Mexico, was referred to the Committee on Legislation.

Adjourned.

The Nation's Business

The Nation's Business, the official publication of the Chamber of Commerce of the United States, will make its first appearance during the present month, the first issue being ready for press when this number of the *Worcester Magazine* was prepared.

This periodical will be distributed from Washington to the editorial writers of the nation and to the constituent members of the new national Chamber of Commerce.

It is intended to furnish a survey of the constructive progress of the nation along lines of agriculture, mining, manufacture, transportation, distribution and finance.

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It will be devoted to the news of progress and of organized promotion. It will also include statistical statements of development, and cover the bureaus of the government departments that are related to business and commercial activities at home and abroad.

Concerning the policy of this new publication, which will without doubt be welcomed with open arms in every city in this country, G. Grosvenor Dowe, chief of the editorial division, has issued this statement:

"This periodical is intended to place in the hands of editors facts regarding each basic activity of the United States and data regarding each State of the Union. It will be a compendium of progress news. It will cover an uncovered field. Its primary purpose is to serve the editors of the nation without cost. Such an organ will also render service in the direction of nationalizing thought; for at present the man in California has but slight idea of what is going on of a constructive character in Maine; the man in Michigan has but slight idea of what is going on in Texas. In other words by regarding progress matters throughout the nation as of interest to all the nation it will be part of the work of the Chamber of Commerce of the United States to furnish progress information in such a way as to link all parts of the nation together in the patriotism of development."

The permanent headquarters of the Chamber of Commerce of the United States are now open in the Riggs Building. The rooms will be at the disposal of all visiting members of constituent organizations.

Building Operations for July

	Cost July, 1912	Cost July, 1911	Per cent. Gain	Per cent. Loss.
Atlanta	$1,039,551	$554,968	87	
Baltimore	781,909	434,865	79	
Birmingham	422,538	294,543	43	
Buffalo	1,318,000	1,626,000		18
Cedar Rapids	315,450	175,000	80	
Chicago	10,265,800	11,300,000		9
Cincinnati	971,214	709,300	36	
Cleveland	1,828,201	2,388,441		23
Columbus	432,883	483,215		12
Dallas	347,700	345,260	1	
Denver	454,020	503,800		9
Des Moines	458,650	92,340	396	
Detroit	2,038,265	1,955,100	4	
Duluth	481,015	208,985	130	
Fort Wayne	218,550	233,175		6
Grand Rapids	204,998	324,775		36
Harrisburg	161,625	129,550	24	
Hartford	615,550	400,410	53	
Indianapolis	1,280,512	571,500	124	
Kansas City	884,396	755,896	17	
Los Angeles	3,585,014	1,823,014	96	
Manchester	194,248	110,555	75	
Memphis	680,629	316,680	114	
Milwaukee	3,053,476	949,459	221	
Minneapolis	879,965	1,416,670		37
Nashville	138,707	175,500		20
Newark	1,994,236	718,105	177	
New Haven	374,350	613,580		38
New Orleans	379,296	509,794		25
New York	14,703,368	15,477,183		5
Oakland	435,617	588,107		25
Omaha	569,329	1,234,025		53
Paterson	212,610	101,591	109	
Philadelphia	3,456,800	4,289,070		19
Pittsburg	1,186,745	1,011,937	17	
Portland	1,499,126	1,375,315	9	
Rochester	931,166	741,538	25	
St. Paul	889,396	653,751	36	
St. Louis	1,724,665	1,363,066	26	
San Antonio	215,695	205,009	5	
San Francisco	2,452,725	2,134,479	14	
Scranton	124,527	227,505		45
Shreveport	119,569	78,738	51	
South Bend	213,798	54,380	293	
Spokane	226,125	153,500	47	
Toledo	637,980	254,385	150	
Wilkes-Barre	212,603	173,902	22	
Worcester	652,192	389,417	67	
Total	$66,255,684	$60,627,478	9	

Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., Aug. 20, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	195	200
Worcester National Bank	210	220
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	216 last sale	
Boston & Maine common	99 do	
Boston & Worcester Elec. common		10
Boston & Worcester Elec. pfd		53
Fitchburg preferred	126 last sale	
New England Inv. & Sec. pfd	95	96
New York, New Haven & Hartford	139½ last sale	
Norwich & Worcester pfd	203 do	
Providence & Worcester	281	285
Worcester, Nashua & Rochester	149 last sale	
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	125	130
Graton & Knight Mfg. pfd	115	117
Norcross Bros. Co. pfd		101
Reed-Prentice common	70	85
Reed-Prentice pfd	101½	103
Royal Worcester Corset Co	200	
United States Envelope common	95	100
United States Envelope pfd	117(ex div.)	118
Worcester Gas Light	295	300
Worcester Electric Light	290	300
Wright Wire Company common	102	
Wright Wire Company pfd	108	112

BONDS.

Amer. Writing Paper 1st 5s	91⅛ last sale	
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½% basis	
Crompton & Knowles deb. 6s	5% basis	
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1s 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Report of the Port of Worcester

CHARLES H. PINKHAM, Deputy Collector of Customs

The report of Deputy Collector of Customs Charles H. Pinkham, for the month of July, shows a total of 1657 packages received through the port of Worcester, having a total valuation of $65,089, on which duties were collected to the amount of $12,922.

The countries and nature of goods follow:

Cuba—Cigars.

France—Photographs and provisions.

Holland—Pickled fish and rape seed oil.

Belgium—Heddles, printed matter and brushes.

Canada—Carborundum, machinery, books and clothing.

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Germany—Cottons, brassware, models, brushes, toys, crockery, church regalia, china, granite, hosiery, leather goods and glassware.

England—Woolens, wool, beads, linen thread, books, leather belting, leather post cards, clothing, personal effects, machinery, hides, church vestments, steel wire and lace.

August Failures

Six failures, involving liabilities of $45,298 and assets of $16,191, occured in Worcester County in August, according to figures furnished by O. C. Ansley, manager of the Worcester office of the R. G. Dun & Co., commercial agency.

The August record last year was five failures, representing liabilities of $10,933 and assets of $2,538.

Bankruptcy records for the same month in other recent years are:

for 1910, failures, 5; liabilities $35,207, assets $ 5,566
for 1909, failures, 10; liabilities $92,634, assets $35,344
for 1908, failures, 7; liabilities $ 9,288, assets $ 2,514
for 1907, failures, 2; liabilities $ 7,200, assets $ 2,000
for 1906, failures, 11; liabilities $52,901, assets $32,545

Bank Clearings

Bank clearings in Worcester for August, 1912, as reported from the Worcester Clearing House, show an increase of $434,685 over the same period for 1911.

The figures are: August, 1912, $10,239,963; August, 1911, $9,805,278.

Post Office Receipts

The receipts of the Worcester postoffice for the month ending August 31, show an increase of $1505.58 over the corresponding time in 1911.

Figures supplied by Postmaster James W. Hunt, show the following comparison: August, 1912, $35,344.88; August, 1912, $33,839.30.

Current Events

General

August 1. Worcester animal rescue league removes headquarters to 6 Buffum street.

6. Lifting jacks being placed on all cars of Worcester Consolidated Street Railway.

8. Annual Lawn Festival and moonlight sail of Worcester Yacht Club at Indian Lake.

11. New Church of Ascension, dedicated by Rt. Rev. Thomas D. Beaven.

15. Golden jubilee of members of 34th Massachusetts regiment at Edgemere.

18. Worcester militia returns from war maneuvers.

19. John F. Burke, manager of Worcester theatre transferred to Colonial theatre, Providence, to be Rhode Island representative of P. F. Shea Circuit.

18. Members of Worcester Association of Stationary Engineers inspect Fore River ship yards, Quincy.

22. Annual Tailltenn games of Worcester playgrounds on Fitton Field, 4,000 children taking part in elaborate programme.

23. Massachusetts Permanent Firemen's Association at a meeting in the Worcester Firemen's Club, followed by meeting at Edgemere.

25. Mrs. Louise Waterman Carpenter, 8 Boynton street, oldest woman in Worcester, celebrates her 106th birthday.

City Affairs

August 5. Enumerators for school census picked by sub-committee on finance of school committee.

7. Order to construct tuberculosis hospital held up in special meeting of City Council.

Jurors drawn for August term of Superior Court in Fitchburg.

13. Arthur V. Parker, superintendent of the Worcester parks, elected a vice-president of the National Association of Park Superintendents.

20. Forty applications on file for civil service examination for patrolmen.

27. Providence & Worcester Street Railway Co. petition for additional time to file bond of $10,000 as a guarantee of completion of at least one-half of proposed line within city limits.

27. Sub-committee on night schools of the school committee recommend election of teachers for night school course.

28. Mayor O'Connell signs contracts for three runabout Buick automobiles for fire department engineers, total cost to be $3375.

City buys two pieces of land for playground on Cambridge street, known as Maloney's Field, from Whitcomb-Blaisdell Machine Tool Co., at a cost of $17,524.62.

30. Loan of $100,000 sold to Old Colony Trust Co., Boston, on bid of 4.125 per cent. highest rate of interest since 1908.

31. Board of Aldermen grant Providence & Worcester Street Railway Co., extension of time to November 1 in which to file bond of $10,000 for completion of railway within city limits.

Corrected list of precinct officers submitted to city clerk by Mayor O'Connell.

Industrial

August 1. Tenney Stores Co. incorporated, with capitalization of $50,000, to manufacture and retail candies.

3. Dr. John W. Coughlin, Fall River, appointed third member of Board of Arbitration in wage controversy of Worcester and Springfield Street Railway employees.

8. Norcross Bros. Co. awarded contract for Boston Custom House addition for $1,348,000.

13. Morgan Motor Truck Co. reorganizes with Charles B. Foster as president.

15. Hart Renting and Power Co. file application for building permit, calling for additions and alterations to buildings on High street, totalling $15,000.

17. Annual outing of Worcester Master Builders' Association at Edgemere.

Contracts let for $15,000 improvements on interior of Hotel Warren.

19. Hearings close on wage controversy of Worcester Consolidated and Springfield street railways.

20. Davis Bros., truckmen, incorporated under laws of Massachusetts, with capital stock of $5000.

22. Eastern Bridge & Structural Iron Co. awarded contract for 200 tons of steel for addition to State Mutual Life Assurance Co. building.

Boynton & Plummer, Inc., 54 Hermon street, receive order to supply patent drills for Isthmus Canal work.

23. Worcester Woolen Mill Co., and Queensbury Mills awarded contracts aggregating $130,000 to supply army uniform cloth for government.

26. J. M. & C. J. Buckley, 67 Harrison street, awarded $71,000 contract to build mercantile building for Boston Wharf Co., South Boston.

Robert L. Whipple & Co., 306 Main street, awarded $10,000 contract to build concrete reservoir, for L. L. Brown Paper Co., Adams.

Fiske Carter Construction Co. get contracts for $100,000 extension to Taxaway Mills, Anderson, S. C.

27. F. A. Easton secures new lease of Main and Pleasant street stores to continue 14 years, 4 months and 14 days.

28. H. M. Waite Hardware Co. leases entire building at 185 to 189 Front street for ten years.

Necrology

August 6. Of gangrene of intestines, in Washington, D. C., Rev. Jerome E. Town, S. J., of Holy Cross College faculty, aged 27 years.

8. Of heart disease, at 41 Harvard street, Mrs. Mary O. Whitmore, former school teacher and pastor's assistant of Union church, aged 55 years, 8 months and 7 days.

9. By drowning, at East Boston, Edward D. R. Morrell, Worcester attorney, aged 35 years.

13. Of gas poisoning at his home, 55 Channing street, Attorney Francis Bergstrom, aged 54 years.

14. Of heart disease, at his home, 23 Olive avenue, Joseph L. Howe, former Greendale business man and manufacturer, aged 64 years, 10 months and 4 days.

18. Of heart disease, at his home, 195 Vernon street, Andrew L. Holt, widely-known horseman, aged 89 years, 11 months and 29 days.

30. Of heart disease, at his home, 39 Dale street, Richard Matthews, chairman of Board of Registrars, aged 67 years, 11 months and 30 days.

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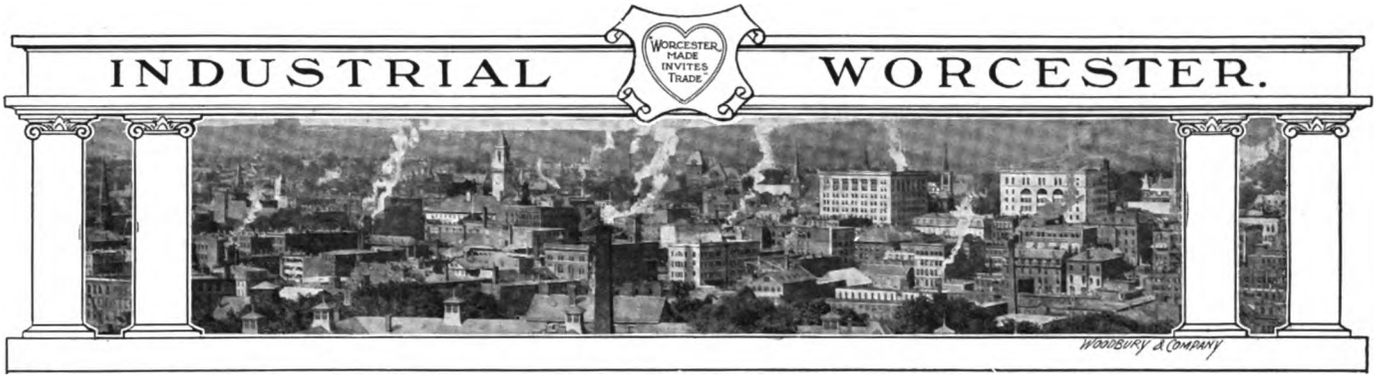

Good Roads and the Hassam Paving Co.

Transportation, whether of persons or products, has been a matter of consideration and study by mankind since he emerged from the pre-historic ages. The question of how man was to transport himself or the things that he produced himself or purchased from others, from place to place, has always been of great importance; even in the time before civilization, man studied for his own gain how to solve this problem.

Before the days of wheeled vehicles, a pathway through the desert or wilderness satisfied man's needs, but the location of such paths was determined by the comparative ease of gradient as compared with the most direct line. Man instinctively learned that it was easier to go around a hill than to go over it, because although the distance was greater, the actual physical effort required to lift a weight was very much less.

When wheeled vehicles had been substituted for carriage upon the back of man or horses, a more perfect pathway or road became necessary and those that had the best roads between the place of production and the place of use, advanced more rapidly in wealth and civilization.

The conquest of one nation by another in the early ages, required that the conquering nations should have easy and direct means of access to the provinces that had been conquered; that without these highways other provinces could not be obtained. This is one of the principal reasons why the Roman Empire attained such gigantic proportions and was able to continue its existence through so many centuries. The Roman roads which still exist, as marks of high attainment that were reached under the Roman Empire, are followed still to a great extent through Italy and France and the British Isles, but their requirements and the skill that had been reached, were not such as are required under present conditions or with modern experience. Such roads as the Romans built would be regarded today as an absurdity. They were in many places three or more feet in thickness, of stone and cement, and went through localities and over hills that modern engineering would not consider. No question of the economics of road building, so far as the actual construction and the material brought into use, was considered by the Roman Emperors. No Caesar considered the cost per square yard of building the Via Appia. The builders were not subject to the presentation of the advantages of one style or one cost over another by competing road builders.

Neither was Napoleon when he built the roads over the French Alps controlled by any such consideration. He had at his command vast armies and it was by these that the famous French roads were originally made for the purpose of enabling the warlike commanders to transport the munitions of war from one point in their country to another under military exigencies. The French people, however, were the first to realize that the highways leading from city to city, were one of the most important features of internal prosperity. With their well known practicability they seized upon the roads which had originally been built as military highways, for the development of a system of transportation reaching into all parts of the country, and adding to them and improving these to such a degree that the roads of France have become a model to other countries, in the system and care that the French engineers have used in their preservation.

Until the introduction of the motor vehicle, the methods employed by the French road builders as well as those who were trained to it in Great Britain and in other parts of Europe, were sufficient. A road in the country or in suburban streets composed of stone built after the profession of macadam, was all that the needs of the traffic demanded, but the driving wheels of swiftly moving automobiles scattered to the wind not only the material of which these roads were built, but the theories of all engineers, and a new process had to be employed in order to save the road once well and thoroughly built, from actual destruction.

For ten or more years, road engineers have been endeavoring to find something or some manner of construction which would overcome these almost insurmountable elements of destruction. All kinds of combinations of tar asphalt and stone and the application of surface preservatives have been tried and found wanting. The famous roads about Paris are now full of holes and ruts, although they are constantly repaired, and the latest bituminous material applied by men trained to the business. It has been actually demonstrated that under the conditions of heavy and constant traffic, intermixed with the tearing up process of automobile action, that no road will withstand these new conditions except one so built that it is indestructible, which means either stone block paving, or a mixture of stone with cement, of such combination that the driving wheels of automobiles and the attrition caused by steel shod wheels and calks of horses will not disintegrate or wear out.

One of those who first appreciated these facts was Captain Walter E. Hassam, who as First Assistant City Engineer and Superintendent of Streets in the City of Worcester, Massachusetts, had many opportunities of seeing the destruction of roads and streets as well as finding a remedy therefor. His trials and experiments led him gradually to the conclusion that granite blocks of certain dimensions laid upon a uniform and sufficient base, and grouted with cement, was

A Good Type of Hassam Construction—Spencer Road

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In the Business District, St. Joseph, Mo

the only pavement which would withstand the heaviest traffic without appreciable injury. The foundation which he laid under the granite blocks was the basis of the Hassam road now used on suburban and country highways. He found that the ordinary mixed concrete, whether mixed by hand or machine and carried out onto the road and dumped and spread by hand would not produce either a uniform combination, or a uniform surface. His experiments led him to find out that the only way to secure a uniformity of stone throughout, and a smooth and even surface was by placing stone of approximately the same size upon a roadbed already prepared, and rolling it until it could not be compressed any more and grouting this with a strong grout of Portland cement and sand, until every space between the stones had been thoroughly filled with the grout, and then again rolling before the cement had set, was the only way in which a foundation could be built which was smooth and uniformly strong, and on this foundation the stone blocks were laid. This foundation was discovered to be sufficient without the blocks on top, when properly smoothed and shaped, to answer all the purposes of a finished road where the traffic conditions would permit anything short of the stone blocks; and roads of this sort, millions of square yards in extent throughout the United States and Canada have been laid.

Eastern Parkway, Portland, Me.

The next step however, in completing the modern road according to modern requirements, was to make the surface of the road itself noiseless, resilient and dustless, and many experiments and efforts have been used in finding a material and the method of placing it upon the road's surface to satisfy these needs. It is now claimed by the Hassam Paving Company, that it can produce a road which is in itself actually indestructible and that all that is required to keep it in perfect condition, is to restore from time to time the thin bituminous top (not over ¼ inch in thickness) by artificial application under a high pressure and at very trifling cost.

Proceeding along the lines just mentioned, the Hassam Paving Company have made exhaustive tests and experiments covering considerable space of time, and have finally perfected a road to be laid under this process, and have laid a large amount of it in various parts of the country.

Early in 1906, Captain Hassam, seeing the immense field for improved paving, formed the present company which took his name. He patented his processes and incorporated the Hassam Paving Company for the purpose of using and improving his several methods of road building, as well as developing machinery for the laying of roads under his patent. Already a large number of patents have been granted the Company, both for processes and machinery, and at the present time Companies have been formed to handle this pavement in nearly every section of the United States and Canada. Some of the larger Companies handling this pavement are:

Simpson Brothers Corporation, Boston, Mass.
Connecticut Hassam Paving Company, New Haven, Conn.
Dumary & Gleason, Albany, N. Y.
Read-Coddington Engineering Company, Niagara Falls, N. Y.
Rackliffe-Gibson Construction Company, St. Joseph, Missouri.
Ocklander Brothers, Waco, Texas.
Standard Paving & Construction Company, New Orleans, La.
Jamison & Hallowell, Montgomery, Alabama.
Covault & Company, Stockton, California.
Oregon Hassam Paving Company, Portland, Oregon.
Inland Empire Hassam Paving Company, Spokane, Wash.
Hassam Paving Company of British Columbia, Vancouver, B. C.
Canadian Hassam Paving Company, Montreal, Canada.

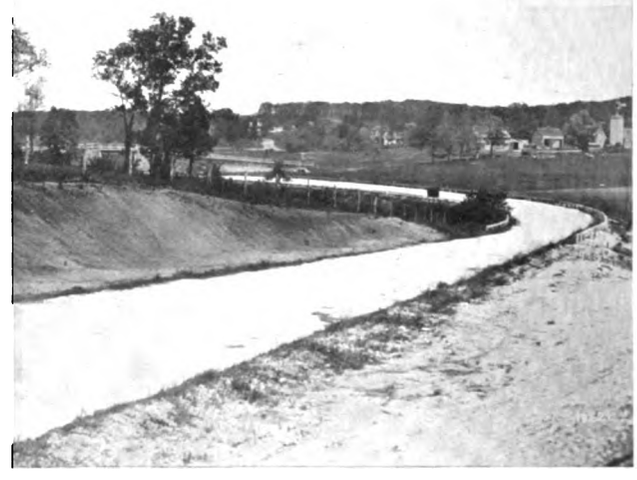
These Companies represent the Home Company in the various territories, and each have laid a large amount of the pavement.

The Home Company in Worcester, has among its officers many prominent citizens identified with the manufacturing and other interests in Worcester and Massachusetts, among them being: President, Matthew J. Whittall, a widely known carpet manufacturer; Harold Parker, First Vice-president, former Chairman for many years of the Massachusetts State Highway Commission; Alfred Thomas, Treasurer, for many years associated with Mr. Whittall, and Walter E. Hassam, General Manager, who for twenty years previous to the formation of this Company was engaged in engineering operations and connected with the engineering and Street Department of the city of Worcester.

Some idea of the magnitude of the operations of this Company and its subsidiaries may be obtained from the fact that during the construction periods, between 4000 and 5000 employees are carried on the various pay-rolls.

Like many other inventions which have attained success, the Hassam pavement is remarkable because of its simplicity, the process being at once open and simple, making it possible for municipalities or concerns having work under contract to conduct the closest investigation at all times.

The process of constructing Hassam pavement, consists of placing a layer of hard, tough, broken rock, free from fine rock, dirt or dust, on a carefully prepared and rolled subgrade. This layer of rock is made uniform in depth, and of sufficient thickness to give a full six inches after being thoroughly



A Bit of the Long Island Motor Parkway

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compacted by rolling with a steam roller. The voids in the rock are then completely filled with grout which consists of two parts sand and one or more parts of Portland cement, mixed with sufficient water to make the grout flow freely into the voids of the rock, or about the consistency of thick cream. This grout is mixed thoroughly and continuously in specially constructed Hassam Grout Mixers.

This grout mixer is one of the later improvements of the Company, designed to improve the mixing of the grout. The machinery is erected on a truck which can be moved from place to place along the highway without difficulty. An accompanying half-tone shows various views of the Hassam Double Grout Mixer which is in use

surplus water and giving the finishing touches to the appearance of the street.

As compressed concrete is the basic principle of the invention, the methods peculiar to the construction, render it many advantages of which an important one is great durability. The use of the heavy steam roller on the rock before it is grouted, as well as afterward on the rock and mortar combined, gives the Hassam Compressed Concrete a compressive strength many times that of concrete mixed in the old-fashioned manner; while the use of the rich grout of cement and sand gives an unusually high tensile strength which is still further increased by the interlocking of the broken rock brought about by the thorough rolling.

BEFORE AND AFTER
CIVIC IMPROVEMENT OF BUSINESS STREET IN NEW WESTMINSTER, B. C.

in practically all parts of the country at this time. A water tank is located on one end of the truck from which water in sufficient quantities can flow directly into the grout tanks. Two grout tanks make it possible to have the mixing operation continuous. Each is equipped with a spiral paddle to thoroughly mix the preparation, and while one is being emptied on the roadbed, a new "batch" of grout is being mixed in the other. A gasoline engine mounted on the truck provides power for the operation of the machinery.

The grout is carried from the tanks to the roadbed by means of a telescopic spout of about four inches in diameter. This spout is operated by employees at the nozzle and insures an even flow of the grout over the territory being treated. By lengthening or shortening the spout it is possible to consume several "batches" of grout before it becomes necessary to change location of the grout mixer.

This grout as soon as it strikes the crushed rock, percolates rapidly and freely into the rocks, completely filling the voids.

Upon the surface thus prepared a very thin layer of pea-sized broken rock is uniformly spread. The steam roller is again brought into service immediately after this grouting process and the grouted pavement is carefully rolled and ironed out. This second rolling practically drives the grout into the interstices of the rock. The surface of the pavement is then broomed, this process removing the

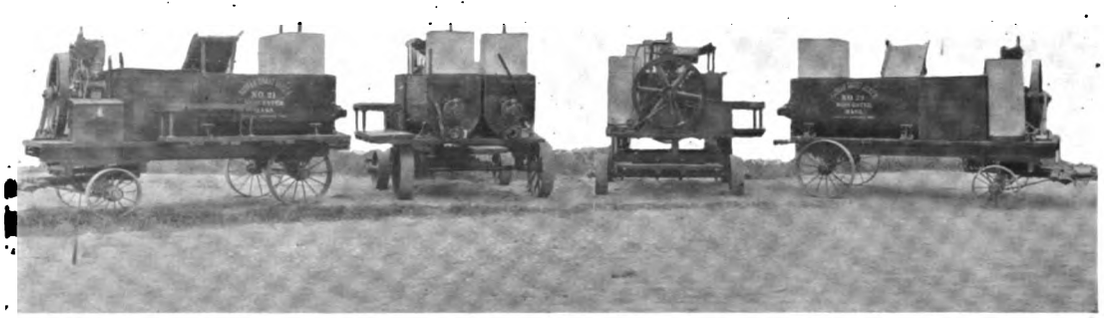
Another feature which makes Hassam pavement a popular one in all parts of the country, is that it is adaptable for use in all climates, and can be laid in nearly every instance with materials which are native to every locality or state. This gives the argument that money expended for material and labor assists local industries and remains in the community where the pavement is laid.

In the matter of repairs, no unwieldy or expensive equipment is necessary, and repairs can be made with little expense and in cases where streets have to be torn up to lay sewer or water pipes, patches can be made which are almost impossible to detect in the original roadbed.

The finished rough surface of Hassam pavement is a big factor in assuring popularity for the invention. The pavement gives horses a sure footing and therefore easy traction, and automobiles will not skid, even though the pavement be thoroughly saturated by rain.

Hassam pavement has a remarkable range of advantageous uses. It is the most comfortable hard-surface pavement in existence. In the winter the rains do not render Hassam pavement slippery. On the contrary both horses and automobiles can travel over it with absolute safety and maximum efficiency, whether wet or dry. It fills the requirements of both heavy and light traffic.

Of the many contracts under way during the present construction period, perhaps the greatest one is on Long Island, New York.



VIEWS OF THE PATENTED HASSAM DOUBLE GROUT MIXER

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There a roadway of Hassam Pavement has been laid for the Long Island Motor Parkway, Inc., and used as private motor road, and extends from the New York City line on Long Island, through to Ronkonkoma, a distance of 52 miles. Of this roadway, 42 miles have been completed and are now in use.

It is the policy of the Company to issue licenses to Subsidiary Companies or contractors, to use its processes and machinery for the laying of Hassam Pavement in various parts of the country, and the number of licenses issued has increased rapidly each year.

HASSAM PAVEMENT IN PROCESS OF CONSTRUCTION

G. C. Moore Co. Incorporates

The George C. Moore Co., manufacturers of elastic webbing, 51 Union Street, which has been a copartnership since its inception nearly four years ago, has taken out a stock company charter under the laws of Massachusetts, incorporated for $100,000.

The company succeeds to the business carried on at 51 Union Street, and branches out by the establishment of a new factory in Westerly, R. I.

Headquarters will be in Worcester, 51 Union Street. The stock of the new company is owned by the persons of the former copartnership. The officers are: John V. Moore, president; George C. Moore, vice-president and treasurer; Eleanor C. Moore, assistant treasurer and secretary. They are also directors.

In getting the papers of incorporation the company was represented by Atty. Francis H. Dewey.

The George C. Moore Co. has placed with the Crompton & Knowles Loom Works an order for looms to equip the branch factory in Westerly. A first instalment is marked for September delivery, and the factory in Rhode Island will be in operation in 60 to 90 days.

The factory in Worcester is annually turning out elastic web product of about $175,000. The annual manufactures of the company are said to total $350,000 to $400,000.

Boston Custom House Contract

The Norcross Brothers Company, 10 East Worcester Street, has been awarded the contract to complete the remodeling of the Boston custom house, at a cost of $1,348,000.

A bond of approximately $600,000 will be furnished by the company.

The company will be free to proceed with the work as soon as it has given the required bond, which will be approximately $600,000.

The Norcross Company's bid, submitted several months ago, was the lowest received by the government for the job, but had to be modified because of new conditions. The entire case was passed upon by the Board of Awards of the supervising architect's office.

The original appropriation for the remodeling of the Boston custom house voted by Congress several years ago was for $1,800,000, but that included provision for the rent of other quarters during the improvements and also for other necessary changes.

New Candy Corporation

The Tenney Stores Co., a corporation for the manufacture and retail of high grade candies, has been organized in Worcester, with a capitalization of $50,000.

The headquarters of the company, which has been in Hartford heretofore, will be removed to Worcester. The principal offices of the company will be located in Worcester, although sub-offices will be maintained in other places where the company has stores.

The president of the company is Frank E. Tenney, Boston, formerly of Hartford, where he has been engaged extensively in manufacturing and retailing high-grade confectionery. Mr. Tenney will come to Worcester to live.

The capital stock of $50,000 is divided into $25,000 preferred and $25,000 common stock.

The directors are: Frank E. Tenney, Harry V. Prentice of the Bailey farm and Village farm stores, formerly of Prentice Bros. Co.; Luther Baker, real estate; Victor L. DeMers, Worcester Woolen Mill Co., and Charles H. Norton of the Norton Co. The officers are: President, F. E. Tenney; treasurer, Harry F. Bemis, Worcester Woolen Mill Co.; secretary, Charles T. Tatman.

Concrete Building for Graphic Arts

Following several months of preliminary meetings, during which the matter was gone over very thoroughly, work was started during the past month on the demolishing of the old Rink building, on Foster street, owned by the Bigelow estate, to make way for a modern concrete building, several stories high, which will probably be termed the Graphic Arts Building.

The need of such a building in Worcester has been recognized among the printers and engravers for some years past; until the present year no concentrated movement was made to carry the suggestion into effect.

The success of such a building in other cities where the leading printing and engraving concerns are located in the same structure, thereby facilitating matters both for the business men of the city as well as strangers who come in and have their work done, has been largely responsible for the planning of such a building in Worcester.

While final plans are not far enough advanced at this writing to give a lucid description of the building, it may be said that the structure will be thoroughly modern.

It is to be an all concrete building, probably seven or eight stories high, with light, airy offices and work rooms. Several of the printing and engraving firms have already agreed to take space in the building, and others are expected to come in later.

The work of demolishing the old Rink building is in charge of Contractor M. J. King.

The contract to build the Graphic Arts Building has been let to the Concrete Engineering Company of Boston, and it is planned at this time to have the building ready for occupancy by January 1st, 1913.

The passing of the old Rink building removes the landmark of thirty years—a building which in its day was one of the most famous in Worcester County.

It housed all kinds of amusements and exhibitions in its day. It was really the only auditorium which could be devoted to all manner of amusements and exhibitions in Worcester County a quarter of a century ago. It attained prominence as a roller skating rink and later as an exhibition hall for mechanical exhibits of various kinds.

The first electrical exhibit Worcester ever saw, took place in this rink in the spring of 1887, attracting attention to Worcester from all parts of the east. It was here that Mr. H. H. Bigelow exhibited the first electric car ever seen in Worcester and practical demonstrations of its unseen motive power were successfully carried on throughout the exhibit. It has been claimed that this was the first successful demonstration of an electric car in the United States.

Part of the building was removed when Commercial street was constructed several years ago and later the remainder of the building was devoted to commercial purposes, being occupied for the past year by the White Motor Garage, and Ernest Whitehead, contractor and builder.

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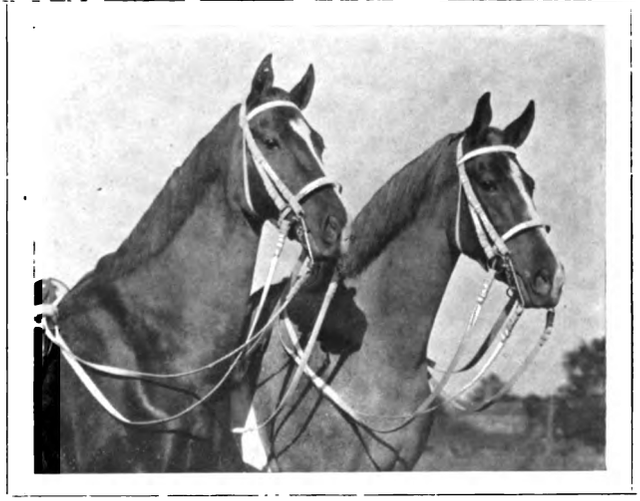

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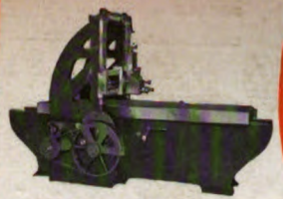

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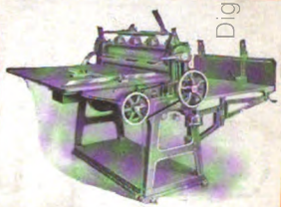

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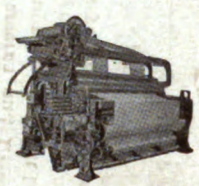

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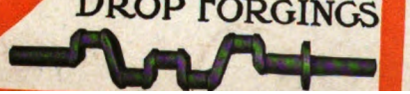

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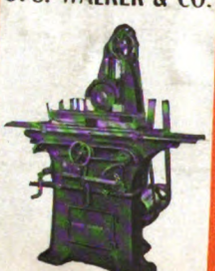

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The WORCESTER MAGAZINE

Illustrated

FIFTH INTERNATIONAL CONGRESS OF CHAMBERS OF COMMERCE IN WORCESTER
The Arrival of Delegates at Union Station Showing a Part of Vast Throng to Greet Them

OCTOBER, 1912

$1.50 per year

Published by the Worcester Board of Trade
WORCESTER, MASS., U. S. A.

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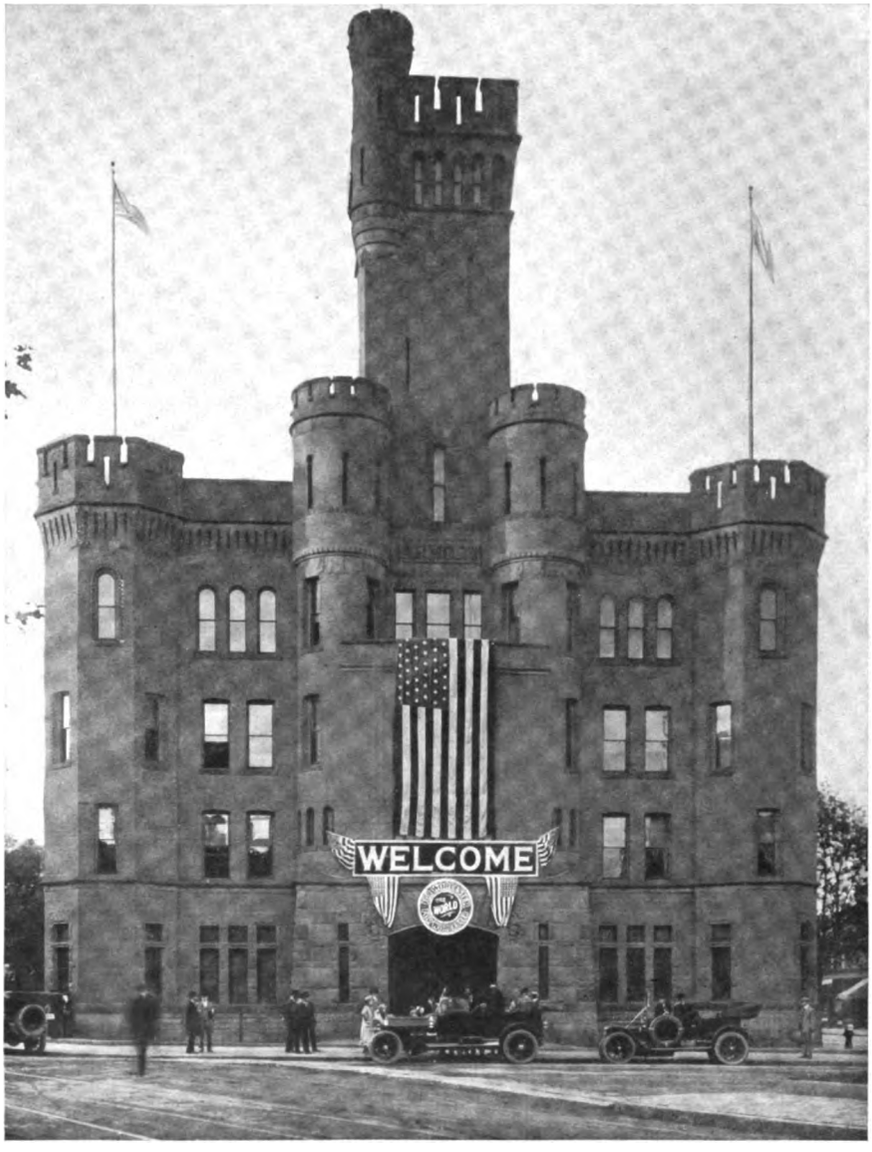
CAMBRIDGE, MASS.

The WORCESTER MAGAZINE

Worcester Invites the World To Dinner

Culmination of a Day Epochal In the History of the Heart of the Commonwealth In Which the City Through Its Great Trade Organization Welcomes To Its Hearts and To Its Homes the Delegates From Across the Seas to the Fifth International Congress of Chambers of Commerce

SPEEDING homeward across seas, north, east, south and west—to every civilized country on this globe—are self-appointed emissaries who are going to spread, wherever civilization has left its indestructible mark, the industrial advantages and educational eminence of the Heart of the Commonwealth. This notoriety will not be flaunted from the housetops or will it be heralded in the vernacular of the press agent. It will be based on a far sounder and far more substantial foundation than either of these. It will come from the members of the nobility of a dozen foreign countries, from the foreign banker, the manufacturer, the merchant and the commercial executive, who, looking back to Sept. 30, 1912, when as one of 397 delegates of the Fifth International Congress of Chambers of Commerce to visit Worcester he will recall some of the many characteristics of this inland city which have given it an individualism peculiar to itself. This supposition is not based on the theory that the visitor will do all of this out of kindness for the reception he received here in Worcester. Instead it is based on the voluntary utterances which he made as he passed through the streets of the city or inspected some of the larger manufacturing plants. He saw street after street of beautiful homes owned by workmen. He saw the wives and children of these same workmen dressed equal to the upper classes of continental Europe. He saw public schools and public institutions of high learning, whose doors are open to welcome the foreign born with the same heartiness given the native born. He passed through factories where he saw and conversed with working men and women possessed with such intelligence that he stood aghast. He found no slums, no streets lined with idlers—nothing which would discredit the claims made for this second



THE STATE ARMORY WHERE THE DELEGATES WERE DINED

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city of Massachusetts. Typical of the expressions of approval of the entire delegation was this expression from one of the distinguished guests: "Larger and more beautiful cities I have seen, and greater ones in population will I view before I return home, but in none that I have seen have I found such a united people. Your employer and your workman possess that same spirit of loyalty for your city. Your people make no idle boasts about its position. Satisfaction and contentment is apparent on all sides. You merge industry with culture and education in a way that is a revelation to us from foreign shores. I can see now why your inland city, without a single natural advantage or waterway, has risen to such a commanding position in industry, art, science and learning. You are as a single unit, all working in harmony with one another."

WASHINGTON SQUARE, LOOKING WEST, AS THE DELEGATES ARRIVED

No one has questioned the claim that the visit of these distinguished foreigners was one of the most important events in the entire two hundred years' existence of this community. The character of these guests and the enormous interests they represented rendered their visit to Worcester the most notable opportunity the city has enjoyed to make the Heart of the Commonwealth world-widely famous. Only nine other municipalities in the whole United States were as distinctively set apart for this great honor, and all of them many times larger in size than Worcester.

The significance of their visit on the whole Commonwealth was not lost sight of by his excellency, the Governor, and the members of his executive council. They appropriated the sum of $2500 to assist in the entertainment of the visitors, and the adjutant-general threw open the entire State Armory, without cost or restriction, that there might be ample room to receive and dine the entire delegation. Our eloquent lieutenant-governor, Robert Luce, and members of the governor's council attended that they might add to the cordiality of the welcome accorded the visitors and in more ways than one impress upon them the fact that the visit was a semi-state affair, with the endorsement of the entire Commonwealth.

While, under the city charter, it was impossible for the city government to make an appropriation for this event, the entertainment and reception had the hearty endorsement and assistance of his honor, the Mayor, and members of the City Council of Worcester—an assistance which materially aided the various committees in their work.

Though this great task was planned and engineered solely by the Board of Trade—the most important achievement in its entire history—no attempt was made to so arrange its details that the members of this board alone would reap the benefits. Every bit of Worcester, industrially and otherwise, possible to be covered in the eleven hours these delegates were with us, was shown to them. Naturally only the larger manufacturing plants could be visited, but the fact that the smaller manufacturer is located in Worcester will sooner or later reach the delegate, and he too will share in any benefits which may be coming. If this visit accomplishes that which is faithfully predicted—a substantial increase in foreign trade relations between Worcester and the world—every working man and woman in the city will benefit, and through them the merchant, the professional man, the banker, the real estate dealer—the entire community.

Space forbids a detailed description of the work and pressure which had to be brought to bear to get that vast Congress really transferred to Worcester for a single day; or of the weeks of preliminary work, with the entire office staff and members of committees working overtime under tremendous pressure, that every detail might be satisfactorily adjusted before the first train load of guests arrived in the city. This task was greatly increased by the late hour for closing registration for the tour in Boston. Not until Wednesday, September 25, were any definite figures available. Where two weeks previous the number of delegates to take the trip had been set at 250, and plans made accordingly both in Boston and Worcester, it suddenly jumped to 370, thereby materially increasing the work and expenses. Then, at the eleventh hour, Saturday, September 28, just forty-eight hours before the visit to Worcester, word came that this number had been increased to 397, given out as the final figure for the tour.

It can be readily seen that this occasioned a vast amount of work being done in the dark and the consumption of a vast amount of energy which might have either been saved or devoted to other details had the exact number of delegates been known two weeks prior to September 30. However, this perfectly amazing task was finally overcome, the delegates were received, entertained, dined and sent on their way to Buffalo and Niagara Falls without a hitch or slip to mar their day in Worcester from being a complete success.

Only those who went through the days and nights of preparation for this great event have any conception of the amount of work entailed. Chairmen of committees, many of them heads of great industries in our city, forgot their private interests in their zeal to make

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International Day a world-wide success. In some instances they had their particular clerical work done right in their own offices to relieve the strain on the office staff of this board. Every facility of the printer, the engraver, the decorator, the public press and the restauranteur was placed at the command of this board, thereby making it possible to accomplish the seemingly impossible feat of arranging such a reception and such entertainment in practically four short weeks.

So well arranged and so perfectly engineered was this whole event that there have been received daily since its consummation letters of congratulation from practically every interest in this cosmopolitan city, while from various places along the tour through the Central West the delegates have sent back flattering acknowledgments of the reception they received in Worcester.

To the hundreds of Worcester men, members and non-members, who assisted by their presence or otherwise; to the 150 owners of automobiles who contributed their vehicles, services or chauffeurs; to the ladies of the Worcester Woman's Club who so graciously entertained their sisters from foreign shores; in fact to the city at large this board owes a debt of gratitude that time can never efface. They all contributed their mite toward making the day the complete success it proved to be.

The most remarkable part of the entire proceedings was the clock-like precision with which everything moved. Through the careful planning of the executives of the Boston Chamber of Commerce and the officials of the Boston & Albany Railroad the magnificent special train of the choicest compartment cars possible to secure left promptly on time. On the way to Worcester squads of Board of Trade workers, including a detachment of National Guardsmen of the city in full uniform, distributed vari-colored tour badges and the handsome leather bound souvenir booklet of Worcester, the official souvenir of the visit. Two crews on each train made it possible to accomplish this work before the delegates arrived at Union Station.

Here, waiting expectantly for the first section to arrive, were his honor, Mayor David F. O'Connell, President Edward M. Woodward of this board, and members of the Reception Committee, while about Washington Square was a crowd of 3000 people to give the distinguished guests their first welcome to the Heart of the Commonwealth.

Lined up in squads were also waiting the 150 automobiles with their day's work outlined before them. The task of securing these cars was a mighty one, and the successful termination of the tours was a splendid achievement, well timed and carried through perfectly.

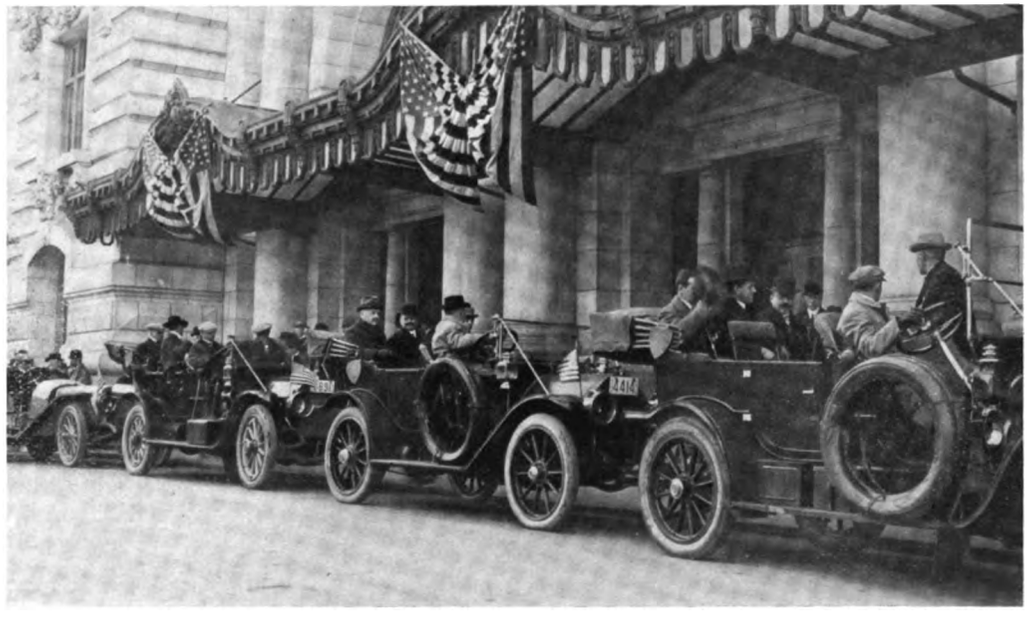
The first section of guests arrived promptly at 10.30 o'clock, and no sooner were the cars emptied and the guests assembled in the main waiting room of Worcester's new passenger station than the second section came thundering in. This same process was repeated and the section moved out of the way when the third and last section of the train arrived. With all the guests assembled the automobiles drew up to the station entrance, and the visitors were directed to the cars of whatever tour of the city they had previously chosen. A half-hour from the time the first section arrived Washington Square had been cleared and the world—represented by its 397 delegates from forty-three different foreign countries—was seeing Worcester, her industries, homes and environments.

Five tours were in operation simultaneously, four for the men and one for the women guests.

Tour A passed through the northern parts of the city and adjacent country. The first stop was made at the monster plant of the Norton Company. Here a special exhibit of products of the greatest grinding wheel industry in the world was arranged, after which the big plant was thoroughly inspected. A few steps away was the plant of the Norton Grinding Co., where lunch was served, souvenirs distributed and an inspection of the plant followed.

After lunch the party motored to the great plant of the Osgood-Bradley Car Co. at the Summit, through which they were shown. At the conclusion of the inspection the guests were again seated in cars and taken on that beautiful ride about the Metropolitan Reservoir, from whose supply Greater Boston obtains a large percentage of its water supply. At the Clinton end of this mighty sheet of water the delegates had an opportunity to inspect the monster power plant and view the massive dam. On the return trip an opportunity to see some of the wonderful farming lands of Worcester County was afforded.

Tour B sped to the southerly end of the city, encountering on all sides busy hives of industry. The first stop was made at the great Whittall Carpet Mills. A complete inspection of this modern group of factory buildings followed, after which the visitors were taken to Mr. Whittall's handsome residence a few steps away and entertained at lunch. The lunch took place in the



FILLING THE 150 AUTOMOBILES FOR THE VARIOUS TOURS

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famous Whittall music room, where, among the local guests assembled, were Mayor David F. O'Connell, Rev. Joseph N. Dinand, president of Holy Cross College; and President Woodward of this board. Mr. Emile Jottrand, secretary of the International Congress, responded for the visitors.

At the conclusion of the lunch this group was escorted through the South Works of the American Steel & Wire Co., one of the greatest plants of its kind in the world. They saw everything that was to be seen in this great industry, and left visibly impressed with the magnitude of it all.

Tour C traversed through the business section to the west side of the city, with its initial stop, the gun and revolver factory of the Harrington & Richardson Arms Co. After thoroughly inspecting this plant the delegates were taken to the Royal Worcester Corset Co. Lunch was the first thing on the programme here, served in the spacious dining room of the plant by a score of girl operatives dressed in white. Like other factories visited this room was profusely decorated, and suspended here and there was " welcome " in the language of nearly every delegate present.

After luncheon the visitors had opportunity to witness an Overlock Tuberculosis Exhibit, arranged in the basement, and hear from Dr. Melvin G. Overlock personally an explanation of his movement to secure in every country and clime a manufacturers' agreement, to assist in paying expenses of employees stricken with the great white plague. The exhibit was properly placed, for it was at the Royal Worcester plant where the first agreement of this kind in the history of the world was drawn up.

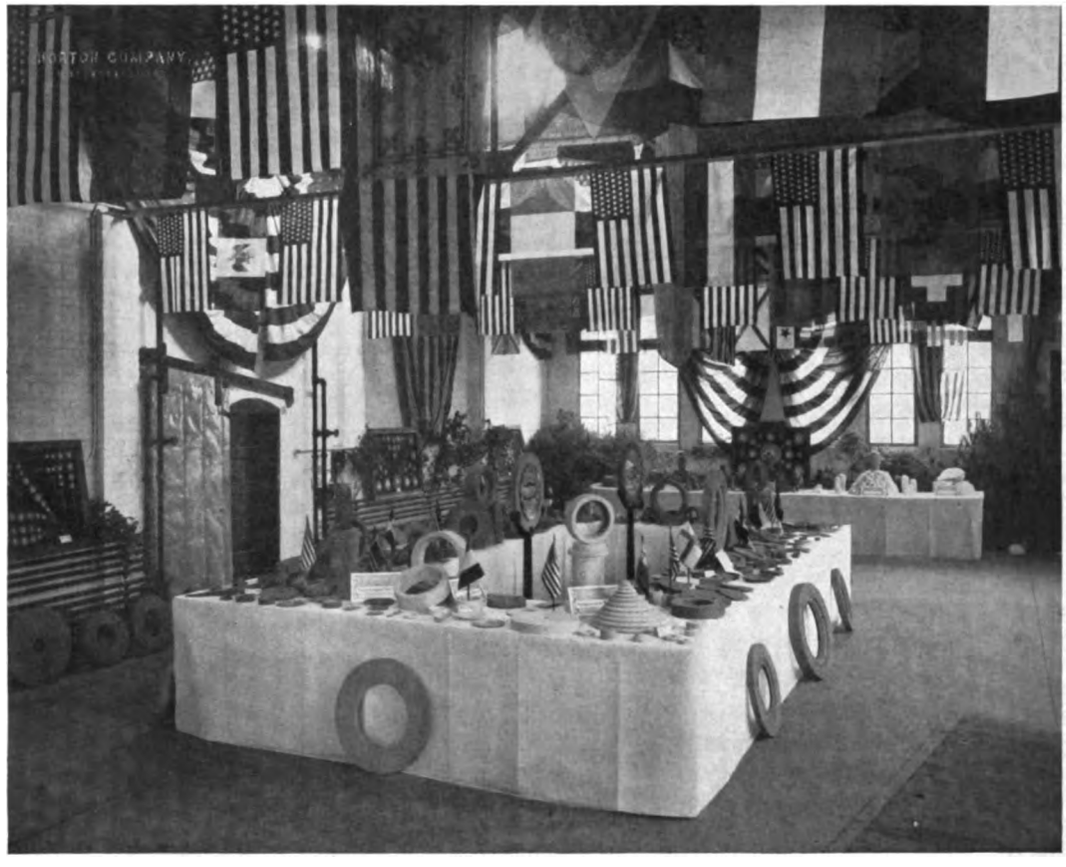
The guests were then taken through this modern factory building, considered to be among the finest in the world where young women are employed so extensively.

Concluding the inspection of this plant the visitors were taken across the street to the great plant of the Crompton & Knowles Loom Works. Here they were shown, in the making, practically every conceivable loom. As a fitting close to the inspection of this plant they were directed to a department where they had a chance to observe the various looms manufactured, in operation.

A trip across the west side of the city, and then about the Tatnuck reservoirs, one of the sources of the city's water supply, concluded this tour.

Tour D left Union Station for the Graton & Knight Company plant, one of the greatest leather plants, specializing in belts, in this country. Here they saw the many different departments in full operation, with tons of leather, either in the rough or finished product, on all sides. As an object lesson in what the company produces they were given opportunity to inspect a leather belt just completed, sixty-four inches wide and fifty-eight feet long.

From here the visitors were taken to the Salisbury Street residence of Hon. James Logan, president of the United States Envelope Co. Here they were lunched and tendered an informal reception. After luncheon the guests were taken to the Bancroft Tower, where they got a birdseye view of this thriving city. Returning they visited, and were intensely interested in, the Worcester Polytechnic Institute and the Boys' Trade School, one



A Section of the Norton Company's Exhibit of Products

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of the most famous municipal training schools for boys learning the mechanical trades in this country.

Then the plant of the Logan, Swift & Brigham division of the United States Envelope Co. was inspected. Here the delegates saw all kinds and sizes of envelopes being turned out so rapidly that it was almost impossible to follow the different steps of construction.

A tour about the residential section of the westerly side of the city completed this tour.

The ladies in the delegation, fifty-three in all, were taken on a special tour, with representatives of this

Guests of Tour C, Photographed at Royal Worcester Corset Co. Plant

board and the officers of the Worcester Woman's Club as hosts. A local woman rode in every car, explaining points of interest as the tour progressed. After being shown a few of the many interesting buildings and estates of the city the women were taken to the Worcester Art Museum, where they had opportunity to thoroughly inspect this third greatest endowed institution of its kind in America. They were then escorted across the way to the Worcester Woman's Club house, where they were given an informal reception in Tuckerman Hall, followed by the serving of a dainty luncheon. Here they received their first souvenirs in the form of a handsome box of stationery—a gift of the United States Envelope Co., followed later by the presenting of views of the handsome clubhouse, gifts of the Woman's Club.

In the afternoon the women were taken about the city again, the delegation being divided into three sections. The first visited the Royal Worcester Corset Co., the second the Whittall Carpet Mills, while the third went through Clark University and viewed the Child Welfare Exhibit.

This tour was so timed that the women returned to the clubhouse in ample time to prepare for the banquet later in the afternoon.

All of the tours terminated almost to the minute planned, rounding up at the State Armory in Armory Square, where the closing spectacle of the great day was to take place—the farewell banquet.

Worcester has had great banquets in years gone by and undoubtedly will have great banquets in years to come, but never in its history did it ever before bring together such a notable group of men. With these 397 men and women from foreign climes were 250 representatives of every business interest in this city. They joined together as a single fraternity. They exchanged pleasantries and business gossip across the festive board, bringing out in all its fullness that never to be forgotten quotation of Homer, written on every menu and blazing in electric lights: "This Hath Made Us Friends, Friends to be Forever."

From a spectacular point of view the banquet exceeded anything ever arranged in Worcester. The great drill shed of the Armory had been transformed from barren barracks into a great banquet hall. Its bare rafters and steel girders were hidden beneath hundreds of yards of bunting, from which were suspended the flags of all nations. At the southerly extremity of the hall a great reception

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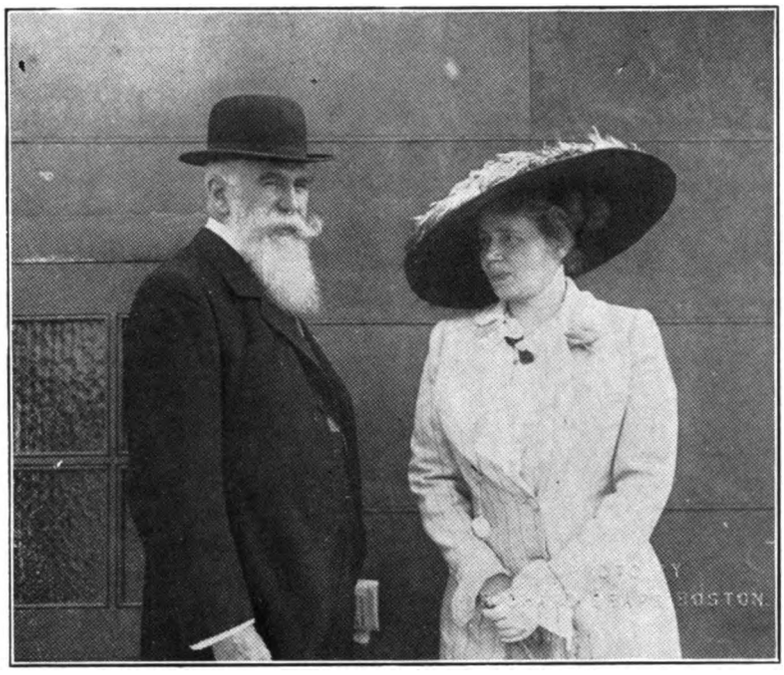

PRESIDENT LOUIS CANON-LEGRAND AND MADAME CANON-LEGRAND

room had been cut off with heavy green tapestry as a partition, its floor hidden beneath costly rugs. Potted plants and ferns were arranged everywhere, set off with branches of leaves livid with the hues of autumn. Over the speakers' table was arranged a canopy of red, supported on either side by staffs, from which hung the silk folds of the stars and stripes and the pure white flags of the Commonwealth. A bank of evergreen and autumn foliage formed a pleasing background. The officers' quarters of all the infantry companies and the battery in the annex were at the disposal of the guests, all in gala attire, with the officers of Worcester's contingent in the National Guard and details from each company acting voluntarily as a joint committee and as ushers.

The electrical effects and displays in the banquet hall were by far the most elaborate and effective of any similar event in Worcester. Electrical signs blazed out: "The world—For Worcester," "We want to patronize all nations," "We want the world's patronage."

Tiny electric lights were woven into the foliage of the speakers' tables and the tables reserved for special guests.

During the reception that preceded the banquet Worcester business men had opportunity to get personally acquainted with many of the visiting delegates, and cards were exchanged right and left. As a further aid in locating hosts and guests, special lists with the names of both and their seat locations were at each plate. The souvenir of the banquet was a handsome menu—the most costly and considered the most artistic ever presented at a local dinner. These menus were carefully preserved by both Worcester diners and their distinguished guests.

Shortly after five o'clock the reception ended, and the guests and speakers assigned to the speakers' table marched in. They were accorded a standing tribute and loud applause by every person in the hall.

Leading the way was President Woodward and Lieutenant-governor Luce, followed by his honor, Mayor O'Connell; Hon. Charles G. Washburn, Dr. S. A. Daudelin, Rev. Joseph N. Dinand, president of Holy Cross College; M. Louis Canon-Legrand, president of the International Congress; Edward A. Filene of the Boston Chamber of Commerce; John H. Fahey, chairman of the International Tour Committee; vice-president of the Board of Trade, Albert H. Inman; and Secretary Herbert N. Davison.

At the conclusion of the dinner the invocation was given by President Dinand, the prayer being in Latin throughout:

Almighty and Eternal God, Thou who hast created us Thy children and in Thy merciful providence dost protect us in our journey through life, grant, we beseech Thee, that we, gathered here together from the ends of the earth, may at all times and in all places acknowledge Thee and our supreme dependence upon Thee.

Before Thee we stand as brothers, from every clime, children of the same heavenly Father, praying Thee with one heart and mind to accept the homage of our adoration of Thy ineffable majesty. Fashioned round about to the image and likeness of Thee by the power of Thy hands, we look up to Thee, Father above, as the author of our being, praying that Thy tender solicitude watch over us and conduct us by the way of Thy most holy law to that happiness and peace which the world knows not of and can not give — the possession of Thee — our destiny sublime.

O Lord, our God, Thou who hast sent us forth into Thy world with Thy solemn injunction, "Traffic till I come," grant, we pray, that while engaged with perishable things of time, we may be righteous in even-handed justice, compassionate in open-hearted mercy, abiding in observance of law, loyal in love of country, learned in art and science, beloved in bonds of charity by our fellow man and by Thee.

May that peace so conducive to the promotion of the industries of the world that make for human happiness and the prosperity of nations, to whose conservation inviolate the efforts of this congress are directed, be the precious gift of Thy special bounty.

God, our Father, grant, we implore Thee, that when our earthly pilgrimage is ended and the day of our life is spent we may come home to Thee, like gleaners of the harvest bearing full sheaves in our hands, to hear from Thy lips the commendation of a life well spent and to secure promise of an eternal treasure laid up with Thee:

"Well done, good and faithful servant, because thou hast been faithful over a few things, I will place thee over many things—enter thou into the joy of thy Lord."

President Woodward then welcomed the guests with the following address:

Your Honor, Lieutenant Governor, President Canon-Legrand, Mayor O'Connell, Ladies and Gentlemen:

To the delegates to the International Congress of Chambers of Commerce and accompanying ladies, and other distinguished guests, the Worcester Board of Trade, as a body, and each of its 1100 members, individually, extend to you a heartfelt welcome.

To our friends from abroad: You have been welcomed to the United States by his excellency, the President; welcomed to the state of Massachusetts by the governor; welcomed to the city of Boston by its mayor, and the Boston Chamber of Commerce. Our Board of Trade greeting harmonizes with all of these greetings, and we welcome you to its home, Worcester, the Heart of the Commonwealth of Massachusetts.

In this gathering we represent various nations, yet we are brothers and sisters of the one great family living on this planet of ours, which is covered with an ethereal canopy decorated by sun, moon and stars, and the Heart of our Commonwealth throbs for you as strongly as for those who make their homes here. Our state officials, our people and our Board of Trade recognize you as guests of Massachusetts, while within its borders.

Therefore, it is fitting that we should greet you in our State Armory. But to-day we recognize you as our guests especially. We are grateful to you for accepting our invitation to visit us, and we feel greatly honored by your presence.

We appreciate the co-operation and assistance of the Boston Chamber of Commerce in making it possible for us to be the recipients of this distinguished honor. We also tender our thanks to the governor and the members of the governor's council for their assistance in entertaining our distinguished guests.

In a short space of time we have tried to show you a few of our homes and manufacturing concerns in this city of about 160,000 people. As a manufacturing centre it is the largest in the United States that is not located on a waterway. It consists of plants of the

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greatest diversity in the United States, manufacturing many things out of many different materials.

There are within our borders the largest plants in the United States manufacturing looms, grinding wheels, wire and wire goods, ironworking machinery, corsets, valentines and envelopes. I will not occupy the time by enumerating the many articles manufactured here, as you can find a list of them in the souvenir book which we have presented to you.

All of these articles are made by workmen of higher skill and greater efficiency, by men who are better paid and better housed, than in most cities in the United States.

We are informed that more patents are obtained by inventors in Worcester County than any other territory of equal size in the United States.

The savings banks of Massachusetts contain about one-fifth of all the savings in the United States, and one-twelfth of the savings of Massachusetts are in the Worcester savings banks, deposited there largely by our workmen, and the depositors have never lost a dollar by the failure of our savings banks.

Our manufacturers refrain from making inferior goods; resisting the temptation to cheapen the value is the spirit in which our industries have been developed. Money-making is our object, but we know that something more must be accomplished to cause the profits to accrue each year, and that is a reputation for honestly made goods.

President Canon-Legrand and Delegates:

If the International Congress of Chambers of Commerce of the world does nothing in its convention except to bring the delegates into closer acquaintanceship with each other, it will have accomplished a benefit that is of great value, a value beyond measure.

We wish to become better acquainted with you, we wish you to become better acquainted with us; and we hope that you will retain in your memory pleasant recollections of your visit in Worcester that will cause fraternalization, which will promote social and satisfactory commercial relations between us.

I believe, however, that the congress has done good in other ways. Worcester Board of Trade is a member of the International Congress of Chambers of Commerce, and it is interested in its work and appreciates the results caused by the efforts of the delegates. Favoring the establishment of the unification of consular invoices of all nations and the elimination of consular fees to cover the cost necessary for consular service is one step well taken, and of great importance the world over.

The resolution presented by your president, Canon-Legrand, and passed by your congress, favoring the establishment of an international court of arbitration for the purpose of adjudicating all difference, whether between individual and individual, or between nation and nation, is a grand movement in the right course, and if established will cause a friendly solution of differences between individuals, and have a great influence toward averting the possibilities of war. Your action in passing this resolution, and approving of peace is at this moment known all over the civilized world.

The assembling of gentlemen of all nations in a congress creates a friendly acquaintanceship between them which promotes trade, and trade is the greatest agent of peace and prosperity among nations.

This remark has been repeatedly made, but it can not be repeated too often.

"Fraternalism, trade, peace."

Let this remark be the harmonious keynote which shall ring in the ears of every man, woman and child all over the world. Let the sound waves which encircle our planet be ladened with the words, "Fraternalism, trade, peace," and be carried to every nation.

"Fraternalism, trade, peace:
Peace and good will to all men."

Speaking on behalf of the Commonwealth of Massachusetts Lieutenant-governor Luce added the welcome of the entire State to that of the Board of Trade. He said in part:

It would be difficult for me in my appreciation to express the welcome you have been so happily given by the presiding officer that has been also spoken to you in this city by some of our excellent citizens. Suppose for a moment I record a homely maxim, "actions speak louder than words," and to voice the hope that thus Massachusetts has testified to her friendship you honor on this visit, and has expressed her gratitude because you have given us the chance to try and make you our friends. Let me reply for the commonwealth. Let me express the hope we indulge that, when perchance on the deck of the returning steamer, you indulge in some pleasurable recollections of what you have seen, Massachusetts will not have the least place in your memory.

I say this knowing that in a few hours you will be traveling through fields which, in many respects, far surpass anything we can show. You will be going through the fertile state of New York, and then over boundless prairies, where once the bison roamed undisturbed. You will see triumphs of the skill of men through the construction of magnificent cities, and we know you will be sorely tempted to make contrasts and you will say Massachusetts is but a little state. (Cries of "No, no.")

We are glad that you have seen our manufactures. This day should in all things be a red letter day to us. We are glad you have seen these facts of our prosperity. We want you to keep in mind these mottoes. We do want the world's patronage and we want the world's respect.

We want the world's respect because we believe it praiseworthy. There may be commerce and industry, but they are, after all, means to an end. Commerce is but the way to civilization.

We hope that all these delegates will take back to the countries a message from us—a message of hope, charity and confidence. We hope that you visitors may carry away impressions that we are now accomplishing our purpose. In our young industrial cities are thousands of men who are developing the world, and you may take from it that democracy is now triumphant. That is the proof that democracy is democracy.

Our children have much to learn, but generation after generation has learned to become true citizens. The children have come across the seas to learn to become true citizens.

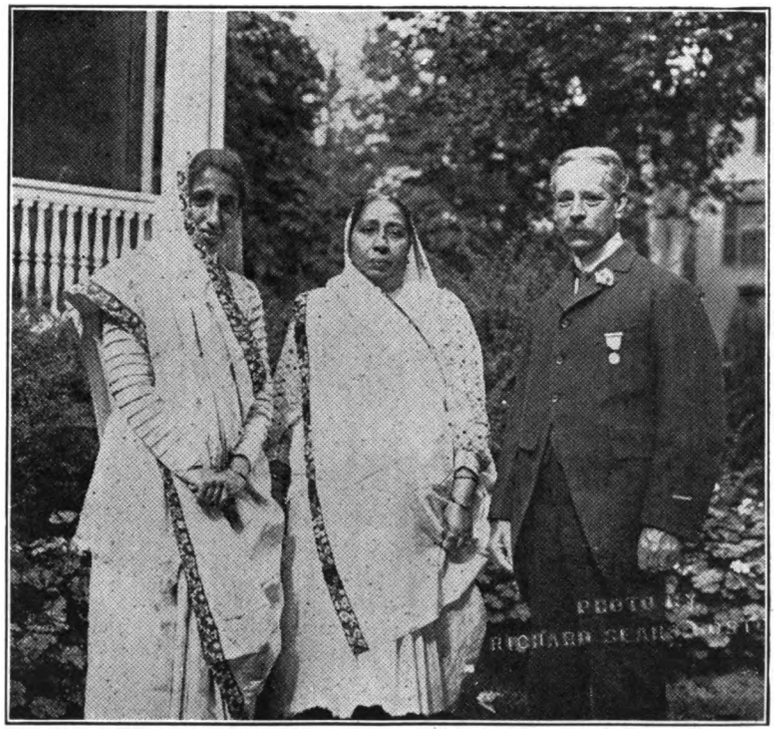
There is an acquaintance of mine engaged in the manufacture of drums, and he said that the best are made from the coarser, stronger ingredients and by taking the coarser ingredients we are building up a nation that all the world will see is a democracy.

That is the message we hope you will take home with you, the message of love, felicity, commerce and civilization which in all America is the brotherhood of man and the fatherhood of God.

Mayor O'Connell in welcoming the guests for the city of Worcester said in part:

Fellow citizens of the world: It is with mingled feelings of pride, pleasure and gratitude that I, as mayor of Worcester, a city composed of forty-two nationalities, living together in perfect harmony, stand here to-night to greet and to extend to the delegates of the International Congress of the Chambers of Commerce Worcester's hearty and cordial welcome.

I, through my official position, am delegated by all of our people to tender to each delegate here assembled their sincere thanks for the high honor which each delegate confers on their city by his presence.



MRS. H. S. DINSHAW AND DAUGHTER OF ADEN, ARABIA, WITH PRESIDENT JOSEPH B. RUSSELL OF THE BOSTON CHAMBER OF COMMERCE

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Worcester is a great cosmopolitan city, hence the home of the most beautiful women in the world, beautiful in body, beautiful in soul.

To my mind the International Chamber of Commerce is doing more to establish the parliament of man and the federation of the world than any other society of men.

Worcester approves and appreciates the uplifting work which it is doing, and she asks the delegates assembled here to give her their friendships, and in return, she pledges to each and all her aid, her honor and a square deal in all things. The honor of Worcester has never been questioned.

It is through the exchange of ideas and the establishment of commercial intercourse that nations become better acquainted with each other, more appreciative of each other, and cease to war against each other. Worcester desires this condition to exist throughout the world.

Worcester has a noble ambition that is not based on ignoble self-interest. She desires to establish trade relations with every country on the globe—trade relations which will be beneficial to each other, to all.

She believes that the best asset for the peace and security of a nation is trade relations with other nations.

She believes that the creditors and debtors of a nation should be brothers, live for each other and for the progress of mankind, be not only loyal advocates, but also loyal defenders of each other.

Worcester has the largest heart of any city in the world, because she is the Heart of the Commonwealth of Massachusetts, a state wherein civic liberty was cradled, a state wherein civic liberty shall never find a grave, a civic liberty embodied in the Constitution and Declaration of Independence, of the grandest and noblest government on earth, the American Republic, founded by and for a cosmopolitan people.

When you leave the shores of America and gaze over our book of facts concerning our city, I kindly ask you to remember that the fondest wish in the hearts of the citizens of Worcester for every delegate is:

"May liberty, peace, prosperity and happiness abide with you forever."

Hon. Charles G. Washburn, representing the manufacturing interests of the city, in an eloquent and convincing address vividly pictured the industrial growth of Worcester. He briefly sketched its early history with its trials and obstacles before it found itself. He spoke of the industrial eminence of Worcester with its varied industries, of the great industrial prominence of the entire commonwealth and of the nation itself, and the many questions affecting employer and employee which are now under discussion.

Doctor Daudelin, late high commissioner of the United States at the Maritime Exposition at Bordeaux, France, was the next and last speaker for Worcester. Entrusted with the duty to interpret in the French tongue Worcester's welcome to the visitors and her gratitude for being honored with such a congregation of world leaders, he performed his task in a masterly and eloquent manner.

Answering all these tributes of the nation, the state and the city, President Canon-Legrand, speaking for all the delegates and using the French language, said in part:

Mr. President, Lieutenant-Governor, Mr. Mayor, Invited Guests, Ladies and Gentlemen:

Permit me to thank you in the French language for the extreme pleasure of addressing you. I have many thanks to offer and would have much to say but time flies so rapidly that my remarks will be short.

I want to thank the people of Worcester in behalf of those who have been so well received here to-day.

As time is limited I can not speak at length, but I want to say something on two or three points that can not be overlooked.

Your manufacturers here are a marvel of perfection.

We have seen them in the working, and in truth all are marvels of perfection where comes prominently to the eye of the one closely allied with the manufacturing interests the high state of exactness.

The Chambers of Commerce Association unites men of the world who appreciate on sight such existing conditions. The motto of the Worcester Board of Trade which appears on the cover of the souvenir programme, "Haec res et jungit, junctos et servat amicos" (This hath made us friends; friends to be forever), is an admirable motto. It is a fine motto for a national organization. And then I read the other mottoes hanging here in the Armory, set up by the Worcester Board of Trade, "We want the world's patronage," and "We want to patronize all nations." To such mottoes and the people they come from I can only say that I believe in a reciprocity of such sentiments. That is the only wish I can make.

I wish to thank the men of Worcester, all the members of the Board of Trade, the authorities, the manufacturers, the members of committees of arrangement and organization, and the women who have so kindly honored us by their presence here. I am not going to say *adieu* to any of you but *au revoir*, as we shall meet again sometime and somewhere.

I wish all of you to remember that when you cross the ocean that you will not be among strangers after this date, but that you can rely on having friends in all the countries of the world.

At 8.15 o'clock this feast of eloquence came to a close. Thirty minutes later the last of the guests had been whisked to their special trains in automobiles, where the last farewells were spoken. At 9.30 o'clock the last section of the great special train was rolling on toward Buffalo, and International Day in Worcester became history—glorious history to every person in this municipality who nurses a spark of civic pride.

While all share in the glory of such a world-wide event, none will begrudge the individual mention of the following chairmen, under whom so many of us worked, without regard for personal benefit, that the reception and entertainment might be the crowning success that it was:

Mr. Edward M. Woodward, president and chairman of the General Committee; Mr. Louis H. Buckley, chairman of Committee on Itinerary; Mr. George M. Bassett, chairman of Committee on Banquet; Mr. Albert H. Inman, chairman of Committee on Automobiles; Mr. Charles T. Tatman, chairman of Committee on Invitations; Mr. Fred H. Daniels, chairman of Committee on Congress; Mr. C. Herbert DeFosse, chairman of Committee on Interpreters; Mr. Henry A. Macgowan, chairman of Committee on Entertainment of Ladies; Mr. George A. Park, chairman of Committee on Banquet Decorations; Mr. Austin P. Cristy, chairman of Committee on Exterior Decorations; Mr. Walter H. Allen, chairman of Committee on Tickets, and the Secretary, Mr. Herbert N. Davison.

The guests entertained and their respective business connections follow:

Argentina

Tucuman—Bolsa Comercio
Ing. Washington Rapelli.

Austria-Hungary
Austria

Brunn—Chamber of Commerce and Industry
Dr. Robert Mayer, secretary of the Chamber of Commerce and Industry and of the Wool Manufacturers Association of Brunn.
Paul M. Samek, factory director.
Prague—Chamber of Commerce and Industry
Dr. Franz Malinsky, vice-president of the Chamber of Commerce and Industry of Prague; owner of several factories for potato starch, glucose, dextrose, alcohol; director and member of executive committee of Zivnostenska banka, the principal bank of Bohemia; knight of the Order of the Emperor Francis Joseph.
Doctor Hotowetz, crown councilor; first secretary of the Chamber of Commerce and Industry of Prague; specially interested in iron foundries and machinery.
Doctor Fafl, manager of export office of the Chamber of Commerce and Industry of Prague.
Dr. Otakar Hoppe, official of the Chamber of Commerce and Industry of Prague.
Charles Jezek, engineer, Blansko, Moravia, Austria.
Dr. Johann Lowenstein, official of the Chamber of Commerce and Industry of Prague.
Doctor Matys, deputy secretary of the Chamber of Commerce and Industry of Prague.
Doctor Novak, official of the Chamber of Commerce and Industry of Prague.
Gustav Steiner, proprietor of the firm of Steiner Bros.
Arthur Sykora, engineer of the Chamber of Commerce and Industry of Prague; specially interested in machinery.
Henry Waldes, proprietor of the firm of Waldes & Co., manufacturers of small metal goods in Prague.
Max Wertheimer, proprietor of the firm of J. Wertheimer & Co.
Prague—The Export Association of Bohemia, Silesia and Moravia
Rafael de Szalatnay.
Prague
J. F. Votruba, II Tylovo I.
Reichenberg—Chamber of Commerce and Industry
Dr. Fritz Carus, Regierungsrat, member of the permanent committee of the International Congress of Chambers of Commerce; first secretary of the Chamber of Commerce and Industry of Reichenberg.
Kurt Grohmann, manufacturer, Teplitz-Schonau, Bohemia.
Paul Hielle, partner of the firm of Hielle & Wiinsche, manufacturers of combed yarns, cheviots, woolen, cotton and linen cloths; factories at Schonlinde and Rumburg, Bohemia; headquarters at Prague, Vienna and Budapest.

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Julius Hille, partner of the firm of Hille & Muller, manufacturers of electroplated sheets and strips for metal goods, factories at Schonau, near Schluckenau, Bohemia; Porschdorf, near Schandau, Saxony; and Dusseldorf-Reischols, Rhineland; first councillor of the city of Schonau.
Clemens Jeger, Schoenbuechel, near Schoenlinde, Bohemia.
Johann Klinger, manufacturer, Zeidler, near Rumburg, Bohemia.
Vienna—Chamber of Commerce and Industry
Josef Vinzl, Jr., Kaiserlicher Rat, merchant; Elisabethstrasse 1; member of the Chamber of Commerce and Industry of Vienna.
Dr. Max von Tayenthal, 8, Stubenring, Vienna 1; crown councillor, first secretary of the Chamber of Commerce and Industry of Vienna. Member of permanent committee International Congress.
Arnold Bardas, Edler von Bardenau, 12 Auhofstrasse, Vienne XIII; aulic councillor; deputy manager Board of Directors South German Danube Steamship Co.
Alfred Heimsheimer, 1 Lisztstrasse, Vienna 1; director, "Wiener Bank Verein."
Hans Jauner von Schrofenegg, banker, hotel Sacher, Vienna 1.
Artur Klein, 7 Horlgasse, Vienna IV.
Dr. Gustav Rosauer, banker, 9 Zelinkagasse, Vienna I.
Mrs. Emillie Stubenvoll, 4 Helferstorferstrasse, Vienna I.
Vienna—Manufacturers Association
Felix Neumann, manufacturer, 7 Werdertorgasse, Vienna I.
Vienna—Austrian Export Society
Adolf Schwartz, 4 Schwarzenbergplatz, Vienna III; first secretary of the Austrian Export Society; imperial councillor.

Hungary

Official Delegate appointed by Government
Dr. Edmund Kunosi, assistant secretary, Royal Hungarian Ministry of Commerce.
Arad—Chamber of Commerce and Industry
Dr. Louis Varjassy, secretary of the Chamber of Commerce and Industry of Arad.
Dr. Alexander Katona, secretary of the National Hungarian Commercial Association.
Dr. Paul Szende, general secretary of the National Hungarian Commercial Association.
Budapest—National Hungarian Commercial Association
Berthold de Furst, Royal Aulic councillor; vice-president of the National Hungarian Commercial Association.
Budapest—Hungarian National Association of Chemical Industry
Dr. G. Bokor, secretary of the Hungarian National Association of Chemical Industry.
Kassa—Chamber of Commerce and Industry
Leo Pereney, merchant.
Szeged—Chamber of Commerce and Industry
Joseph Toth, director of the School of Commerce of Szeged.
Debrecgen—Chamber of Commerce and Industry
Geza Kacsiany, professor.
Jules Szavay, secretary of the Chamber of Commerce and Industry; economist, publicist and dramatist.
Gyor—Chamber of Commerce and Industry
Henri Kallos, doctor of law; member of the municipal council of Gyor.
Paul Kuffler of the firm of B. Kuffler Co.
Maurice Szendroi, secretary of the Chamber of Commerce and Industry of Gyor.
Kassa—Chamber of Commerce and Industry
Albert Scholtz, manufacturer, Meteocz, Hungary.
Dr. Aladar Siposs, secretary Chamber of Commerce and Industry of Kassa.
Andrew Julius Siposs, president of the Chamber of Commerce and Industry of Kassa; manufacturer of hosiery; director of the Kassa Hypothek Bank; president of the directors of the Grand Hotel Schalkhas; member of the municipal board of Kassa; member of the Royal Hungarian Council for Postways and Railroads.
Aladar Wein, manufacturer, Kesmark (Dep. Szepes), Hungary.
Nagyvarad—Chamber of Commerce and Industry
Louis Sarkadi, doctor of law; secretary of the Chamber of Commerce and Industry of Nagyvarad.
Osijek-Eszek (Croatia-Slavonia)—Chamber of Commerce and Industry
Cedomil Mihocinovic-Plavsic, deputy of the Chamber of Commerce and Industry of Osijek-Eszek.

Belgium

Official Delegate appointed by Government
Paul Hagemans, consul general of Belgium in the United States, except in the New Orleans and San Francisco Districts.
Brussels—Chamber of Commerce and Industry
Adolphe Charlet, vice-president of the Chamber of Commerce.
Leon Chaussette.
Louis Lazard, judge.
Henri Lechoux, Rue de la Ferme, 25.
A. Louvois, Rue de la Ferme, 25.
Ghent—Cercle Commercial et Industriel
Charles Christophe, barrister at law; director of the Employers' Institution for Mutual Insurance against Accidents in the Textile Industries; secretary of the Commercial and Industrial Associations of Ghent; secretary of the International Federation of Flax and Tow Spinners Associations; secretary of the committee of the Ghent Exchange; secretary of the Association of Maritime Interests of Ghent.
Mons—Chamber of Commerce and Industry
Louis Canon-Legrand, president of the permanent committee of the International Congress; president of the Commerical and Industrial Associations of Belgium; president of the Chamber of Commerce and Industry of Mons.
Emile Jottrand, general secretary of the permanent committee of the International Congress; secretary of the Chamber of Commerce and Industry of Mons; secretary of the Federation of the Commercial and Industrial Associations of Belgium; director of the Commercial Institute of the Manufacturers of Hainaut.
Tournai—Chamber of Commerce and Industry
Eduardo Duez.
Marc Frison.

Bolivia

Official Delegate appointed by Government
Adolfo Ballivan, consul general of Bolivia at New York.

Brazil

Official Delegates appointed by Government
Dr. Candido de Mendes de Almeida, director of the Commercial Museum, Rio de Janeiro, Brazil.
Manuel Jacintho Ferreira da Cunha, consul general of Brazil in New York, N. Y.
Dr. Manuel Costa Barradas, commercial attache of the Brazilian embassy.
Manaos—Commercial Association
Manuel Lobato.
Dr. Eugenio Dahne, commissioner general of the Brazilian government to the United States and Canada, representing the minister of Agriculture, Industry and Commerce.
Rio de Janeiro—
Oscar Carreia.
Yose Marcal.

Chile

Santiago—Sociedad de Fomento Fabril
David Montt, Avenida de las Dlicias 2310, Santiago, Chile; special commissioner of the government of Chile to investigate vocational education in the United States; student at the Massachusetts Institute of Technology.
Tancredo Pinochet, 414 Wyoming Avenue, Scranton, Pa.
George Petitjean, participant.

China

Official Delegates appointed by Government
Dr. Chen Chin-t'ao, former minister of finance in the Nanking government.
Choa Tsung-t'an, commercial attache of the Chinese legation at Washington, D. C.
Chung Wen-pang, second secretary of Chinese Legation at Washington, D. C.
Dr. Wang Ching'un, assistant manager of the Pekin-Mukden Railway, Pekin.

Costa Rica

Official Delegate appointed by Government
Samuel E. Piza.

Denmark

Official Delegate appointed by Government
V. Lund.
Copenhagen—Chamber of Commerce
Hans Tegner.
Copenhagen—Participant
A. C. Illum.
Carl Rubow.

France

Bourg—
M. J. Bernier, vice-president of the Chamber of Commerce; miller at Bourg-on-Bresse; specially interested in American mills, wheat or maize.
Roubaix—Chamber of Commerce
Emile Toulemonde.
Marseilles—Syndicat des importateurs de graines oleagineuses de Marseilles
Paul van Haecht, 59 rue Paradis, Marseilles, France.
Paris—American Chamber of Commerce
Lawrence V. Benet, 19 Boulevard des Capucines, Paris; European representative of Bertron, Ghiscom & Co., bankers; vice-president of the Societe Anonyme Des Anciens Establissements Hotchkiss & Cie, manufacturers of war material and of automobiles.
D. Roditi, 1 Rue Ambroise-Thomas, 1, Paris; representative of American dry goods houses.
William J. Thomas, assistant manager of the American Express Co. in Europe.
Paris—Belgian Chamber of Commerce
Eugene Allard, member permanent committee International Congress.
Camille Huguenin, manufacturer of chemical products and specialties.
Paris—Netherlands Chamber of Commerce
J. Pierson, member of the firm of J. & O. G. Pierson, mechanical engineers of Paris, with works at Levallois for building their gas producer; agents for Crossey auto gas engines in France.
Paris—Ottoman Chamber of Commerce
Avram Farhi, consul general of the Ottoman Empire at Boston, 141 Milk Street, Boston, Mass.
Tourcoing—Chamber of Commerce
Louis Lorthiois, member of the firm of Lorthiois Freres, manufacturers, importers and exporters of wool, cotton, oil and grease, with offices and factories at Tourcoing, Mouvaux and Lille in France; Buenos Ayres, Montevideo, San Nicholas and Bahia Blanca in South America; Sydney, Melbourne, Adelaide and Brisbane in Australia; and East London, in Cape Colony, South Africa.

French Possessions

Algiers

Oran—Chamber of Commerce
I. Charles Dupuy.

Germany

Deutscher Handelstag
Dr. Soetbeer, general secretary Deutscher Handelstag, Neue Friedrichstrasse, 53-54, Berlin, C. 2; member permanent committee International Congress.
Heinrich Vogelsang, Kommerzienrat, Recklinghausen, Westphalie, Germany; member of the managing committee of Deutscher Handelstag; interested chiefly in wood, cement and building material; substitute president of the Chamber of Commerce of minister of Munster in Westphalie.
Aix-la-Chappelle—Chamber of Commerce
Albert Schiffers.
Barmon—Chamber of Commerce
Rudolf Ziersch of the firm of Otto Budde & Co., dyers and finishers.
Ferdinand Bartels, Kommerzienrat.
Berlin—Aelteste der Kaufmannschaft
Prof. Dr. Max Apt, syndic of the Aelteste der Kaufmannschaft; one of the editors of the Deutsche Wirschafts-Zeitung.
Georg Frank of the firm of David & Co., Niederwallstrasse 13-14, Berlin, C 19; manufacturers of plushes, astrachans and woolens.
Felix Heimann, member of the secretaryship of industrial and commercial affairs.
Dr. Martin Kriele, secretary of industrial and commercial affairs.
C. L. Nettel, Kommerzienrat, of the firm of Wolf, Netter & Jacobi, structural steel plant, zinc, tin and lead works.
Max Richter, Kommerzienrat, of the firm of Emil Ebeling, bankers.
Norbert Levy, participant.
Berlin—Chamber of Commerce
Dr. Otto Ehlers.
Leopold Rosenow of the firm of Rosenow & Co., manufacturers of gilt molding.
Berlin—Handelsvertragsverein
Hugo Manes, Handelsrichter, of the firm of Louis Laubner, portfolio manufacturers, 45 Bockenheimer Landstrasse, Frankfurt a. Main.
Otto Munsterberg, Kommerzienrat, of the firm of Otto Munsterberg, exporters of wood, Hundegasse 109, Dantzig, Germany; member permanent committee International Congress.
Arthur Vrancken, direktor Forwarding and Storing Co., Leystapel 49, Cologne, Germany.
Berlin—Verband Deutscher Waren und Kaufhauser
J. Dzialoszynski, Justizrat.
Berlin—Verband Deutscher Waren und Kaufhauser
Fritz Schiffman, participant.
Otto Breuer, participant.
Carl Gross, participant.
Borna—Chamber of Commerce
H. Breuer, Euskirchen, Germany.
Bremen—Chamber of Commerce
Gottfried Koch, Postfach 472, Bremen.
Breslau—Chamber of Commerce
Max Schlesinger, Buttnerstrasse 32-33 Breslau XI, Germany.

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Brunswick—Chamber of Commerce
Ernst Amine.
Chemnitz—Chamber of Commerce
Hon. Ernst Stephan Clauss of the firm of E. J. Clauss Nachf, spinning and twisting works of woolen goods de luxe, Plauen, bei Floha, Saxony; vice-president of the Union of Manufacturers, Berlin; member of the Presidency of the Union of Saxon Manufacturers; member of the Chamber of Commerce of Chemnitz.
Cologne—Chamber of Commerce
Otto Bertuch.
Louis Lehmann of the firm of Frank & Lehmann, jobbers and manufacturers of hats and millinery supplies, 43 Hohestrasse, Cologne.
Cologne—Chamber of Commerce
Ludwig Koefer, participant.
Dresden—Chamber of Commerce
Dr. Karst Syndic.
Emil Lange, Kommersienrat of the firm of A. Lange & Sons, manufacturers of watches, Glaschutte, Germany.
Richard Mattersdorff of the firm of S. Mattersdorff, banking house.
Dresden—Verband Sachsischer Industrieller
Dr. Gustav Stresemann, Christianstrasse 1-3, Dresden-A.
Dresden—Export Verein im Kinigreich Sachsen
E. Robert Bohme.
Dusseldorf—Chamber of Commerce
Doctor Brandt.
Hugo Meyer of Getreide-Commission Aktiengesellschaft, grain dealers, Schliessfach 77, Dusseldorf; member of the Chamber of Commerce of Dusseldorf; member of the grain committee of the Deutscher Handelstag.
Elberfeld—Chamber of Commerce
Eduard Gebhard of the firm of Gebhard & Co., silk weavers, Moltkestrasse 63, Elberfeld; honorary member of the Imperial German Statistical Office at Berlin.
Doctor Wiedemann, Syndic.
Erfurt—Chamber of Commerce
Eduard Keller-Hartmann, Ziegenruck (Thuringen).
Essen—Chamber of Commerce
Ernst Simon, Werden-Ruhr, Germany.
Frankfurt A. M.—American Merchants Chamber of Commerce
Doctor Levin, Stadtrat.
Carl Ritter, proprietor of Ritter's Park Hotel, Hamburg, near Frankfurt; wholesale wine merchant.
Dr. Hans Trumpler, secretary of the Chamber of Commerce of Frankfurt a. M.; one of the editors of *Commercial Laws of the World*.
Frankfurt—American Merchants Verreinigungder Exportfirenen
Gustav Mayer-Alberti, Kaiserstrasse 37; Spanish consul at Frankfurt a. M.; interested in the manufacture of paper.
Dr. Ludwig Hecht, Justizrat.
Halberstadt—Chamber of Commerce
Dr. Josef Weller, Quedlinburg a. Harz, manufacturer of household dyes; especially interested in the manufacture of chemicals and machinery.
Halle—Chamber of Commerce
Alfred Hoeltz of the firm of J. G. Hoeltz & Sons, grain and forage dealers.
Doctor Pfahl, Syndic.
C. W. Roediger of the firm of Hallesche Maschinenfabrik und Eisengiesserei.
Hamburg—Chamber of Commerce
C. Gopner of the firm of Joh. Diedr, Bieber, manufacturers of chemicals and drugs.
Dr. jur. A. Kiesselbach, Syndic.
Heidelberg—Chamber of Commerce
F. Schott, Geh. Kommersienrat, president of the Portland Cement Works, Heidelberg and Mannheim.
Heinrich Stoess of the firm of Stoess & Co., manufacturers of gelatine.
Hildesheim—Chamber of Commerce
Otto C. Ahlborn.
Eduard Peine, Schuhstrasse, Hildesheim.
Ludwig Peine, Schuhstrasse, Hildesheim.
Karlsruhe—Handelskammer fur die Kreise Karlsruhe und Baden
Camill Brenner, proprietor of Hotel Stephanie, Baden-Baden.
Karlsruhe—Handelskammer
Friedrich Straus.
Leipzig—Chamber of Commerce
Sigsimund Tobias, Kommersienrat, of the firm of Tobias & Schmidt, manufacturers of flowers and feathers.
Dr. jur. Wendtland, secretary of the Chamber of Commerce of Leipsiz.
Lubeck—Chamber of Commerce
C. F. R. Dimpker of the firm of Dimpker & Sommer, importers, exporters, forwarders and insurance agents; consul of Wurtemberg; ex-president of the Chamber of Commerce of Lubeck; member of the managing board of the Deutscher Handelstag, 1908-1910; judge at the Court of Commerce, 1898-1903; member of the Boards of Directors of Railroad Companies, Banks and Industrial Enterprises.
P. A. Mann of the firm P. Alfred Mann and of the firm of William Maass; forwarders, underwriters and commissioners.
Mannheim—Chamber of Commerce
Doctor Michelmann, director of Benz & Co., Mannheim.
Neugersdorf—Verband Sachsischer Industrieller
Hoffman Wolfgang.
Nuremberg—Chamber of Commerce
Carl Hutzelmeyer, one of the managers of the firm of Johann Faber, manufacturers of pencils; Kleistrasse 5, Nuremberg, 16.
Plauen—Chamber of Commerce
Walter Mammen, partner of the firm, Joh, Mammen, Fernsprecher 8, Plauen, manufacturers of lace; director of several companies; specially interested in the cotton trade.
Regensburg—Chamber of Commerce
August Ludwig, partner of the firm of L. S. Ludwig, exporters of hemp.
Ludwig Pustet, Kommersienrat, owner of the two firms Friedrich Pustet & Co., Regensburg, New York and Cincinnati; and Felician Rauch, Innsbruck.
Sonneberg—Chamber of Commerce
Prof. Dr. Anschutz, secretary of the Chamber of Commerce of Sonneberg, S. M.
Sorau—Chamber of Commerce
Paul Herrmann, attorney at law, Royal Prussian Court of Appeal, Naumburg a'Saale; member of the city council; interested in the manufacture of cloth and felt hats and in the steel and potash industries.
Stolberg—Chamber of Commerce
Geh. Kommersienrat Wilhelm Hoesch., president of the firm of Eberhard, Hoesch & Sons, Duren.
Stuttgart—Chamber of Commerce
Doctor Klien.
Trier—Chamber of Commerce
Hugo Loeser of the firm of H. Loeser & Co., sorter of rags for the manufacture of paper.
Wurzburg—Chamber of Commerce
Fritz Lang, Kommersienrat, vice-chairman of the Chamber of Commerce of Wurzburg; member of the Royal Bavarian Railway Council; general representative of the German Ludowici Roofing Tile Co.
Dresden—Export Verein im Konigreich Sachsen
E. Robert Bohme.

Great Britain and British Possessions

England

The British Imperial Council of Commerce
F. Faithfull Begg, chairman of the Council of the London Chamber of Commerce; senior partner of stock exchange firm of Faithfull Begg & Co.
Hon. J. G. Jenkins, export merchant and director of companies; member of the executive committee of the British Imperial Council of Commerce of the London Chamber of Commerce, and of the Australian Chamber of Commerce in London; agent-general for South Australia in London from 1905 to 1908; premier of South Australia from 1901 to 1905.
G. Palliser Martin, member of the firm of Stephens Bros. & Martin, weavers and spinners of flax and hemp goods; ex-president of the Bristol Incorporated Chamber of Commerce and Shipping.
Barrow-in-Furness—Chamber of Commerce
Alfred Aslett, ex-president of the Barrow-in-Furness Chamber of Commerce; secretary and general manager of the Furness Railway Co.
Bradford—Incorporated Chamber of Commerce
John Bland.
W. W. Rycroft, Drake Hill, Bingley, Yorkshire.
Richard C. Thyne, Moorcroft, Yeadon, near Leeds.
Cheltenham—Chamber of Commerce
George Dimmer, J. P., Cotteswold, Leckhampton Hill near Cheltenham, Eng.; chairman of the Council of the Chamber of Commerce.
H. T. C. Bowle, Evans, 20 Lansdowne Place, Cheltenham, Eng.
Croydon—Chamber of Commerce
L. H. Turtle, president of the Croydon Chamber of Commerce; manufacturer of saws, tools and cutlery; importer of American tools for all trades.
Derby—Chamber of Commerce
G. A. Longden, Stanton-by-Dale, near Nottingham, Eng.; assistant general manager of the Stanton Iron Works Co.
Dudley—Chamber of Commerce
F. W. Cook, J. P., vice-president of the Chamber of Commerce of Dudley; wholesale and retail draper; alderman of the county borough of Dudley.
Huddersfield—Incorporated Chamber of Commerce
E. J. Bruce, J. P., chairman and managing director of Messrs. Crowther, Bruce & Co., Ltd., large woolen manufacturers.
J. R. Barbour, interested in textiles and dry goods; ex-mayor of Bootle; member of executive committee of the National Chamber of Trade.
Price Jones, sole owner of Marples, Jones & Co., American provision importers.
London—Chamber of Commerce
H. A. H. Christie, B.A., F.R.A.S., Deepdale, Woldingham, Surrey, Eng.
J. E. Evans-Jackson, patent agent and authority on patent and trademark law; member of the Council of the London Chamber of Commerce; chairman of the patents and trade-marks section.
A. Barton Kent, 75 Farrington Road, C., of the firm of G. B. Kent & Sons, brush manufacturers.
Sir Joseph Lawrence, 188 Fleet Street, London, E. C., chairman Linotype & Machinery Co., Ltd.; English director of Mergenthaler Linotype Co. of New York; chairman of the International Linotype Co. of London.
Alfred Lohnstein, 13 London Wall, E. C., of the firm of A. Lohnstein & Co., linen manufacturers.
E. R. P. Moon, former member of parliament; chairman Social Institutes Union; guardian of poor for Kensington.
Graham Spicer, F. R. G. S., 19 New Bridge Street, London, of the firm of Spicer Bros., Ltd.
W. J. Thompson, 38 Mincing Lane, London, E. C., of the firm of W. J. & H. Thompson; member permanent committee International Congress.
Thomas Usher, 72 St. Mary's Mansions, Paddington, West London, Eng.
London—Canadian Chamber of Commerce
Dr. Frank B. Vrooman, Authors Club, Whitehall Court, London, S. W.
London—Swedish Chamber of Commerce in London
F. Henriksson, 35 Vineyard Road, Wimbeldon, London, S. W.
Nottingham—Chamber of Commerce
John Boot, St. Heliers, Park Drive, Nottingham.
Paul Meyer, 1 Pelham Crescent, The Park, Nottingham; partner of Simon, May & Co., manufacturers of laces and plain nets.
Nottingham—Chamber of Commerce
W. H. Blackburn.
Walsall—Incorporated Chamber of Commerce
Charles C. Walker, director of several factories.
Reading—Chamber of Commerce
Arthur Newbery, Friar and Queen Victoria Streets, Reading.
Wakefield—Incorporated Chamber of Commerce and Shipping
A. Taylor White.
Walsall—Incorporated Chamber of Commerce
Alfred Dewsbury, senior partner of John Dewsbury & Son, Ltd., manufacturers of all kinds of bridle bits, spurs, stirrups and saddlery hardware; member of Walsall Town Council.
Joseph A. Leckie, John Leckie & Co.
Sidney G. Wheway, the Shrubbery, Sytton Road, Walsall; partner in Job Wheway & Sons, manufacturers of chains and hardware.

Aden, Arabia

Aden—Chamber of Commerce
Hormusjee Cowasjee Dinshaw.

Ireland

Cork—Incorporated Chamber of Commerce and Shipping
Benjamin Haughton, J. P., chairman and managing director of the Cork Timber & Iron Co., Ltd.; member of the Cork Harbor Commission.
Dublin—Chamber of Commerce
R. K. Gamble, B.L., J.P., honorary secretary of the Chamber of Commerce of Dublin.
William P. Odlum, J.P., Huntington, Partarlington, Ireland.

Scotland

Aberdeen—Chamber of Commerce
James C. Glegg, J.P., of the firm Glegg, Thomas, Ltd., iron merchants; president of the Aberdeen Iron Merchants and Ironmongers Association; director of several other industrial concerns.
George Hutcheson of George Hutcheson & Co., commission merchants, 47 Marischal Street.
Edinburgh—Chamber of Commerce and Manufactures
James Cormack, J.P., ship owner in Leith; ex-chairman of the Chamber of Commerce and Manufactures of Edinburgh; member of the Council of the British Associated Chambers of Commerce.

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Young J. Pentland, Duncliffe, Murrayfield, Edinburgh; retired medical publisher, largely interested in the development of medical knowledge; director of the Arisona Copper Co., Ltd.

Australia

Melbourne—Chamber of Commerce
Fred Thonemann.

Bahamas

Nassau—The Bahamas Chamber of Commerce
R. H. Curry, general agent of steamship and railway companies, insurance and real estate; member of the Legislative Assembly.
Nassau—The Bahamas Chamber of Commerce
T. G. Johnson, wholesale and retail commission merchant.

Bermuda

Hamilton—Chamber of Commerce
John P. Hand.
Eugene C. Pearman.

Canada

Moncton—Board of Trade
W. H. Price, secretary of the Board of Trade of Moncton.
Toronto—Retail Merchants Association of Canada
W. J. Gage.

India

Karachi City—Participant
Dr. Shiv Nath Kapoor, 167 Bunder Road, Karachi City, Punjab Drugs & General Stores Co., Ltd.

Jamaica

Kingston—Royal Jamaica Society of Agriculture and Commerce and Merchants Exchange
R. E. H. Melhado.

New Zealand

Napier—Chamber of Commerce
P. J. Ryan, C. H. Cranby & Co., Napier.
Auckland—Chamber of Commerce
Col. G. W. S. Patterson.
Wanganui—Chamber of Commerce
Leonard E. Bassett.
Alfred Burnett.

Trinidad

Port of Spain—Chamber of Commerce
T. Geddes Grant.

South Africa

Cape Town—Manufacturers Association
W. J. Laite, general secretary of the Manufacturers Association of Cape Town.

Greece

Athens—American Chamber of Commerce for the Levant
Bernhard Mellissinos, importer.

Italy

Bergamo—Chamber of Commerce
Luigi Locatelli, lawyer, Plaze Cavour 3, Bergamo.
Biella—Participants
Ottavio Negri, engineer.
Quintino Negri.
Catania—Chamber of Commerce
Baron Antonio de Grazia, via Venti Settembre 11.
Augusto Morosoli, agent.
Lecco—Chamber of Commerce
Cav. Giorgio Enrico Falck, via Monte Napoleone 7.
Guiseppe Sala.
Legnano—Participant
Giulio Tosi, engineer.
Lombardy—Agricultural Association
Carlo Paini, viale Romana 23, Milan.
Milan—Associazione fra Commercianti, Esercenti de Industriali
Marco Boghen, managing director of the firm of M. Boghen & Co., via Tortona 15; interested in petroleum refineries.
Giuseppe Carletti, civil and mechanical engineer, viale Monforte 4.
Comm. Giuseppe Janni.
Cav. Cesare Ponti, Portici Settentrionali 15.
Francesco Ponzoni, via Brolo 2.
Dr. Avv. Enrico Rajnoldi, Corso Venezia 61.
Cav. Pietro Vallardi, via Moscova 40.
Milan—Associazione fra Commercianti ed Industriali in Pelliccerie
Emilor Pozzi, Corso Magenta 80.
Milan—Associazione Cotoniera Italiana
Avvocato Roberto Pozzi, via Monte di Pieta 11.
Milan—Circolo per gli Interessi Agricolli, Commerciali ed Industriali
Cesare Goldmann, via Stefano Jacini 6.
Milan—Consorsio fra gli Industriali Meccanici e Metallurgici
Riccardo Radaelli, via Vittoria Colonna, N. 2; proprietor of electric and gas lamp factory.
Milan—Chamber of Commerce
Grand' Uff, Angelo Salmoiraghi, engineer, president Unione de la Camere de Commercio; member permanent committee International Congress.
Cav. Avv. Edmondo Valdiserra, lawyer; general secretary of the Chamber of Commerce.
Milan—Associazione fra Commercianti, Esercenti et Industriali Comm.
Giuseppe Janni.
Milan—Participants
Prof. Stefano Fachini, director Seuola Indistria Olii e Grassi, Milan.
Cav. Ernesto Reinach, societa E. Reinach & Co., via Lario 90, Milan.
Comm. Luigi Buffoli, president Unione Co-operativa di Milano, Corso S. Celso 6, Milan.
Ambrogio Brusotti, Luigi Brusotti & Co., via Vittoria 40, Milan.
Franco Fachini, textile industries, Milan.
Dottor Giuseppe E. Hess, via Manzoni 39, Milan.
Ercole Marelli, Ercole Marelli & Co., Casella Postale 1254, Milan.
Ing. Roberto Naef, via Senato 28, Milan.
Paolo Paricelli via Carlo Cattaneo, 1 Milan.
Luigi Scandroglio, industrial chemist, via Foro Bonaparte 50, Milan.
Modena—Chamber of Commerce
Cav. Rag. Fermo Corni, president of the Chamber of Commerce of Modena.
Dottor Guido Corni.
Maggiore Cav. Giulio Nacmani-Formiggini, via Scalze 3.
Dottor Emilio Malatesta, via S. Giovanni del Cantone 4.
Dottor Giuseppe Salotti.
Dottor Ferruccio Testi, Rua Muro 20.
Monza—Federazione Industriali Monzesi
Dottor Tullio Fossati.
Naples—American Chamber of Commerce in Italy
Robert C. Arbib.
Padova—Chamber of Commerce
Dottor Gino de Benedetti, via S. Sofia 41.
Padova—Participant
Adolpho Giro.
Susa—Societa Anonima Bauchiero
Ing. Giovanni Grosso.
Torina—Associazione Generale Esercenti, Commercianti ed Industriali
Hermann Leidheuser, via Brera 6.
Giuseppe Magnino, Cuorgne.
Cav. Eugene Oderio, via S. Anselmo 4.
Cav. Uff, Paola Timossi, president of the Associatione, Generale Esercente, Commercianti ed Industriali, Corso Massimo d'Azeglio 76.
Torino—Participants
Emanuele Celanza.
Cav. Alessandro de Benedetti, via Bertola 20.
Grand' Uff. Prof. Luigi Pagliani, via Bidone 37; professore di Igiene e presidente Della Facolta Medico Chirurgica di Torino.
Giuseppe Squindo, Emilio Gallo & Co., via Montecuccoli 9.
Torino—Participants
Ing. Mario Vicarj, Corso Vittorio Emanuele 68.
Cav. Avv. Cecare Dalmazo, via Pollenzo 840.

Japan

Official Delegate appointed by Government
Y. Numano, 60 Wall Street, New York; acting consul general of Japan at New York.
Tokyo—Chamber of Commerce
Reitaro Ichinomiya, manager of the Yokohama Specie Bank, New York.
Yokohama—Chamber of Commerce
Iwao Nishi, 5 Itchome Tsukiji, Kiobashiku, Tokyo; counselor at law and patent agent; tea commissioner for promoting Japan tea in the United States and Canada, representing the Japan Central Tea Traders Association of Tokyo.

Mexico

Monterey, N. L.—Participant
Domingo Valdes Llano, Hidalgo, number 121, Monterey, N. L.
Merosillo—
Adolfo Ruiz.

Netherlands

Amsterdam—Chamber of Commerce and Industry
M. E. Yonker of H. Yonker & Son, machine construction; technical expert.
Rotterdam—Chamber of Commerce and Industry
W. Westerman, Boomjes, 78, Rotterdam; president of the Rotterdamische Bankvereeniging; president of the Stock Brokers Association; director of several companies in Rotterdam and elsewhere; member of the Chamber of Commerce and Industry of Rotterdam; knight in the Order of the Lion of the Netherlands.
Tilburg—Chamber of Commerce and Industry
Leon Bruyelle of the firm of H. Bruyelle, wholesale grain merchants; knight in the Order of Orange Nassau.
Jules de Beer of the firm of Widow J. B. de Beer & Bros., manufacturers of fancy cloths; president of the Chamber of Commerce and Industry of Tilburg.
P. W. Maas, Paleisstraat 18-20, Tilburg; notary public; financial adviser to the Nederlandsche Bank; vice-president of the Society of the Trades and Industrial Schools of Tilburg.

Norway

Official Delegates appointed by Government
Johan Steen of Steen & Strom, Christiana; vice-president of the Christiana Chamber of Commerce; president of the Christiana Handelsstands Forening; member of the municipal council of Christiana.
Chr. B. Lorentzen, consul general, Christiana; Lorentzen, Gutzeit & Falchenberg, Paris; J. E. Salvesen & Co., Ltd., London and Manchester; Lorentzen & Wettre, Christiana, importers to Scandinavia, Finland and Russia of machinery and mill supplies, specialty American machinery; the Oversea Export Co., Ltd., Christiana, with branches in Hongkong and Shanghai, China; chairman of the Board of Trade Intelligence Bureau of Norway; vice-president of the Norwegian Exporters Association; member of the municipal council of Christiana; substitute to the member for Christiana of the Norwegian Parliament.
Den Norske Exportnaeringers Landsforbund
Albert Balchen, Ph.D., secretary Den Norske Exportnaeringers Landsforbund.
Den Norske Handelsstands Faellesforening
Johan Rye Holmboe, president of the Tromso Handelsstands, Tromso, Norway.
Bergen—La Bourse de Bergen
Kristian Jebsen, managing director of Bergen's private bank.
Kristian Lehmkuhl, managing director of the Bergen Steamship Co.
Joh. Ludw. Mowinckel, ship owner, Bergen.
Christiana—Chamber of Commerce
Cath. Bang, manufacturer of sulphite wood pulp and paper; president Christiana Gas Works; president Tofte Cellulosefabrik; president Papirfabrik; vice-president Hamang Papirfabrik; member Board of Directors of Valdresbanen; member of the municipal council of Christiana.

Panama

Panama—Participant
Eric Barham of Eric Barham & Co., hardware dealers; director of the Panama Land & Development Co.

Peru

Callao—Chamber of Commerce
F. A. Pezet, E. E. and M. P. of Peru, Washington.

Portugal

Official Delegates appointed by Government
Oscar Potier, Portuguese consul general at New York; commercial attache of Portuguese Legation at Washington, D. C.
Jorge da Silveira Duarte de Almeida, 160 State Street, Boston, Mass.; Portuguese consul at Boston.
Lisbon—Geographical Society
Dr. Joaquim Leite, Jr.
Lisbon—British Chamber of Commerce of Portugal
John Cassels, Villa Nova de Gays and Oporto.
Lisbon—
Yacinto Lopes.

Portuguese Possessions

Azores

Ponta Delgado, Sao Miguel—Commercial Association
Edgardo Garcia.

Roumania

Bucarest—American Chamber of Commerce for the Levant
Leon P. Abramovitz, Calea Mosilor, 80, importer and exporter.

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Russia

Baku, Transcaucasia, Asiatic Russia—Chamber of Commerce
M. I. Dassell, Steppuhn Bros.
Warsaw—Association of Polish Merchants
Georges Loth.

Spain

Barcelona—Chamber of Commerce
Don Eduardo Agusti, Marq. Montroig 33.
Gerona—Camara Oficial de Comercio, Industria y Navegacion
Don Carlos Prast. (See also Madrid.)

Sweden

General Export Association of Sweden
John Hammar, managing director of the General Export Association of Sweden, Stockholm.
Bengt Ljungberger, secretary of the General Export Association of Sweden, Stockholm.

Switzerland

Official Delegates appointed by Government
Dr. Alfred Georg, vice-president of the Chamber of Commerce of Geneva; member Swiss National Council; member permanent committee International Congress.
Henri Martin, secretary of Legation of Switzerland.

Turkey

Constantinople—American Chamber of Commerce for the Levant
Jules A. Fresco, government contractor, Constantinople.
Carl Holstein, Constantinople, exporter of perfumery, canary seed, gum tragacanth, opium, wool and mohair.
Hon. G. Bie Ravndal, American consul general at Constantinople.
Theo. Reppen, Constantinople, importer of coal.
Constantinople—Chamber of Commerce
W. C. Mountain of Stock & Mountain, Constantinople; exporters of wool, mohair, skins, canary seed, millet and opium.
Albert R. McKusick.
Trebizond, Asia Minor
A. Mahokian, Trebizond, importer and exporter.
Isaiah Montesanto, American consul at Trebizond.
Mr. Phostiropoulo, Trebizond, banker, importer and exporter.
Smyrna
James W. Wilkinson, miner, Smyrna.

Venezuela

Caracas—Chamber of Commerce
Cornelio Stolk, Jr., of Stolk & Finol, 97-99 Water Street, New York.

Traffic Matters

At the regular September meeting of the Directors of the Board of Trade, held on September 12, it was voted to have the following communications from Mr. Albert C. Lorion, pertaining to traffic matters, published in the *Worcester Magazine:*

August 5, 1912.

H. N. DAVISON, Secretary,
Worcester Board of Trade,
Worcester, Mass.

Dear Sir:

"I have been delayed in sending you a report of the meeting held in New York on Tuesday, July 23. The meeting was called at ten o'clock and did not adjourn until five p.m.

From twelve to two there was a conference at the Liberty Street Building of the Trunk Line Passenger Association. Much time prior to this twelve o'clock meeting was given to the subject of excess baggage rates. The petition of the Traffic Committee was for a reduction of the excess baggage rates over which much complaint has been made, complaint being made that they are very excessive, and in some instances were as high as eighteen per cent. of the passenger rate, and very much in excess of the express rate, notwithstanding the fact that the latter included a terminal service at both ends.

The committee and its complaint were quite well received by the Passenger Association, and it evidently was a new one to them, but a few realizing how the rates compared with the express rates. The matter had been very carefully prepared by the Traffic Bureau of the New York Association and a table of comparison was furnished by the Association.

The table accompanying the petition for a reduction, we felt, justified our request for no higher rate than twelve and one-half per cent. of the actual passenger rate. The matter is under consideration, and they have promised to let us hear from them at an early date.

For your information would say that the amount of excess paid out by different manufacturing concerns in New England appears to be very high, one concern paying out as much as $17,000 annually.

Other subjects discussed were: Certain changes in the Official classification, proposed advances in the New classification, the matter of minimum charge, suspension of the Southern classification, which called for quite a number of advances of interest to New England.

This particular classification has been suspended until October 1 to give the parties interested an opportunity to go further into the matter of advance.

Other subjects were discussed at length, and a number of subjects were continued on the dockets to be handled at a later meeting.

Without doubt I think this meeting was as an important a one as has been held by the committee for some time.

Yours truly,
(Signed) ALBERT C. LORION.

August 9, 1912.

MR. E. M. WOODWARD, President,
Worcester Board of Trade,
Worcester, Mass.

Dear Mr. Woodward:

I noticed in the evening paper a few days ago that a reporter had interviewed you relative to the new Pacific Coast tariff, which goes into effect on September 1.

This tariff was the subject of some discussion by the Eastern Commercial Organizations Committee in New York some time ago. A list of the commodities which were to be advanced was presented, and we found that taken as a whole it would not interest the Eastern section very materially. Some commodities were forwarded from the East in small quantities. The carload rate on machinery was not changed. Less than carload, for which there is no commodity tariff and to which the Western classification applies, was advanced on account of the class rates being advanced, on the basis of first-class from $3 to $3.70, an advance of about twenty-five per cent. This would mean an advance on machinery in less carloads, completely knocked down and boxed, from $2.20 to $2.65; and machinery in frames or set up, from $4.50 to $5.55; and machinery completely knocked down and in pieces, from $3 to $3.70. The rate on wire in carloads will advance from $.70 to $.85 but there are very few carloads of wire shipped from Worcester. We have none, shipments consisting principally of poultry netting, wire cloth and wire rope. These are all shipped in carloads, and the commodity covering same was not changed. The less than carload rate on wire was withdrawn and class rates hereafter apply. Fortunately, however, our shipments of wire to the Coast are very small.

Looking over the tariff to-day I find that the rates on commodities shipped by our larger firms, where a commodity rate is made, has not been changed.

You, of course, understand that this advance applies to Pacific Coast common points only, and does not affect the new reduced rates to Spokane.

I doubt very much if any asserted action will be taken by anyone with the commission towards having these rates held up for further consideration.

I felt that this information might be of interest to you.

Yours truly,
(Signed) A. C. LORION.

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Curing the Ills of the Shade Tree

What Worcester is Doing in its Forestry Department, showing the Zealous Care given the Old Stately Specimens That They May Continue to Serve the People of To-day, and the Scientific Planting and Treatment of Young Trees, Destined to Provide Shade for the Generations to Come

By City Forester Harold J. Neale

FOR ages trees have inculcated a supernatural influence over civilization. The oldest living thing in the world is believed to be a large cypress tree in Chepultepec, Mexico, whose age is estimated at 6260 years. It is 118 feet and 10 inches in circumference. The advance of civilization is easily traced by trees. In New England the locust, growing apparently wild, usually marks the location of an old homestead, long since deserted. In Worcester the older sections are readily identified by the rows of large stately trees bordering the streets, which were in all probability planted by owners of adjoining land when they built their houses. It is this legacy which they left that has created among the people the present interest and desire to prolong and perpetuate as a permanent endowment for the future.

A similar interest is extended throughout the State largely through the influence of the Massachusetts Forestry Association, whose primary object is " to introduce judicious methods in dealing with forests and woodlands; to arouse and educate a public interest in this subject; to promote the afforestation of unproductive lands; to encourage the planting and care of shade trees and to establish and maintain a place for reading rooms, library and social meetings." A branch of this association has been recently organized in Worcester. This should naturally tend to bring more influence to bear upon the urgent needs of this work in this locality. A number of influential citizens are enrolled among its members and it is hoped more will avail themselves of this opportunity to do their share towards promoting such a worthy enterprise.

However, citizens of Worcester have not been backward about realizing the many advantages derived from trees, as records date back to 1863, when the public shade trees were placed in charge of the Commissioners of Shade Trees and Public Grounds. The first Commission was composed of: Edward Earl, James B. Blake and Henry Prentice; following these, as their terms expired or other duties caused them to resign, were such men as: David S. Messenger, George Jaques, Ossian L. Hatch, Obadiah Hadwen, Stephen Salisbury, Jr., and Edward W. Lincoln, the latter three comprising the Board from 1874 to 1885, when the name was changed to the Board of Park Commissioners, and the names of J. Evarts Green and Edward L. Davis became associated with these in the work. Since that time the names of James Draper, Martin Green, William H. Sawyer, Calvin L. Hartshorn, William Hart and Benjamin W. Childs have held places of esteem on the Board, the present Board being: Edwin P. Curtis, chairman; Rufus B. Fowler, secretary; Peter Baker, Sven E. Hanson and Henry H. Thayer. It is from their efforts that Worcester is so bountifully endowed with beautiful shade trees. Records show that appropriations for this and other park work have been very inadequate considering the vast amount of work necessary, and it is not surprising that the majority of the trees show the effects of neglect. This fact is becoming appreciated more and more every

The Nursery of the Forestry Department at Green Hill Park

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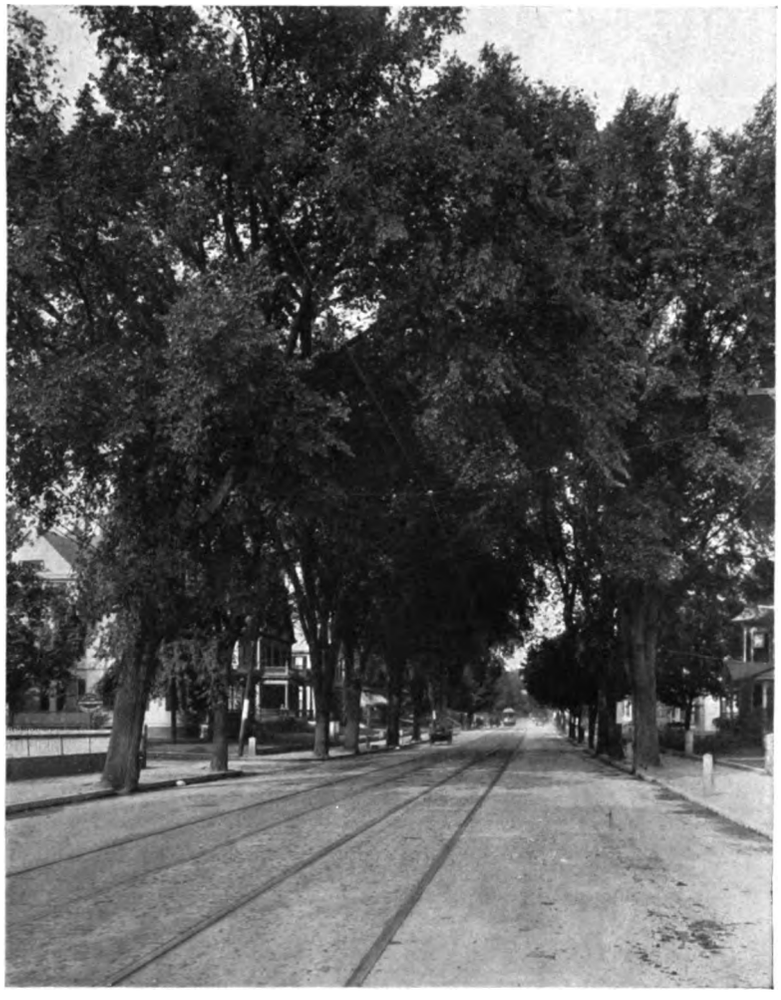
year, and efforts are being made to administer to every tree scientific treatment which will undoubtedly increase their age and usefulness.

An inventory of street trees has been completed on 375 streets, or on all streets having well defined boundaries. In obtaining this inventory a close examination was made of every tree, and records were taken regarding the species, number, street, year planted where possible, diameter of trunk, distance from nearest tree or intersecting street and distance from curb line or line of property. A scoring was made comparing the condition of the top, trunk and location with ideal conditions. With this data an approximate value can be computed for each tree. This data has been entered on cards, and space has been reserved for data regarding pruning, labor on guards and any other valuable information that in years to come will furnish a life history of the tree as well as an idea of the cost of establishing and maintaining it. There were found to be 17,182 trees recorded, of which but 9841 were found to be in apparently perfect condition. However, in those apparently perfect trees there is always more or less thinning-out or lifting-up to be done. A great deal of attention must be given to the trees not already recorded, the most of which are on the outskirts of the city, but nevertheless it is by these that the better " first impressions " of the city are to be obtained. A careful estimate would place about 30,000 shade trees under the direct supervision of the Forestry Department.



Main Street, South, A Canopy of Foliage

A summary of the variety of trees to be found bordering the streets of the city, as taken from the inventory, is as follows:

Rock Maple,	8,198
Norway Maple,	5,843
Elm,	1,184
Ash,	752
Silver Maple,	417
White Oak,	48
White Pine,	39
Tulip,	23
Larch,	18
Hickory,	23
Apple,	13
Butternut,	8
Cherry,	8
Red Oak,	6
Red Maple,	300
Horse Chestnut,	128
Sycamore,	53
Linden,	50
Poplar,	45
Catalpa,	6
Chestnut,	5
Willow,	4
Hemlock,	4
Spruce,	2
Gingko,	2
Black Oak,	1
Pear,	1
Gray Birch,	1

So much attention has been given to the planting of shade trees in the past that but a minimum amount has to be done annually to keep up with conditions. This principally comes on newly constructed streets and for replacing trees that have died. This past season about 500 trees were planted, consisting of Rock and Norway maples, Pin oaks, American and European lindens and Lombardy poplars. These trees were all planted in specially prepared loam, and if conditions were not good for their development a cubic yard or more of this material was placed at their disposal. Each tree was equipped with a four-inch reinforced wire guard, six feet high. The policy has been adopted to plant trees as near sixty feet apart as possible, as it has been found from experience that a closer planting hinders the growth of the trees as they mature, and once a tree has been planted it is hard to have it removed, even for the betterment of conditions.

A nursery of over 7000 trees has been established at Green Hill Park, from which the needs of the future can be ably cared for under ordinary conditions, as trees have been planted of various sizes to provide for successive demands. The tendency has been to plant mostly Norway and Rock maples. That there are no better species for street planting in this locality seems to be the reason therefor, but it seems desirable to deviate from this custom in some places, and a number of Pin oaks (Quercus palustris) and American lindens (Tilia americana), which are known to thrive under favorable conditions, have been started in the nursery, and others can be added as conditions require. The American elm (Ulmus americana) is undoubtedly one of the best trees that can be planted on wide streets, owing to its arching

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habits, but the present ravages of the elm leaf beetle and the leopard moth, which is liable to spread from the eastern part of the Commonwealth, have been such strong factors in its destruction that it did not seem advisable to continue the practice of planting it.

The greater part of the trimming and removal of street trees has to be done during the summer months, owing to the vast amount of work required during the winter in suppressing the brown tail moths. The trimming consists chiefly of thinning out to allow for a proper amount of sunshine and air to penetrate, removal of crossing and dead branches and raising the lower branches to allow for traffic conditions. Inasmuch as careful work was not always done in the past many improperly made cuts, which have allowed decay to set in, have to be treated. Sometimes this is done by closer cutting, and in many cases the decayed wood has to be removed and the cavity treated and filled up with cement or capped over with zinc or tin to keep out the moisture as well as fungous diseases. On many streets, which were planted when the prevailing custom was to establish trees less than fifty feet apart, extensive thinning has to be done. Were it possible to remove every other tree before they had matured and grown together, a much more symmetrical appearance would have resulted.

It is plainly evident that there is no universal appreciation of shade trees, and until this occurs it will be necessary to guard every tree. We still have to contend with the careless driver who hitches his horse so near a tree that it can gnaw the bark before being detected. In the past, wooden guards were extensively used for protecting the trees but experience has proven that they become damaged and dangerous and require constant attention. It is the intention of this department to equip every tree, where necessity demands, with a reinforced wire guard. This guard preserves the aesthetic appearance of the street as well as suitably protects the trees. About 8595 trees are equipped with wire guards and 2500 with wooden guards at the present time.

The parks of Worcester are bountifully supplied with beautiful trees, all of which require as much attention as the street trees, but have to be neglected in favor of the latter, owing to the stringency of finances. Such conditions should not exist, and the sooner proper attention can be given to this work the greater saving of money will be made, as fungous and insect pests are always more persistent against the lines of least resistance. In many of the groves, so largely used during the summer months by picnic parties and lovers of nature, are to be found the American chestnut (Castanea sativa) and at present indications point strongly toward their destruction, as the chestnut bark disease has been found in many places. At present there is no practical method of preventing an infestation known, but it is safe to say that the most perfect trees will afford the greatest resistance to inoculation. To perpetuate these groves extensive planting of other species must be made at once.

Each year elm trees are infested by the elm leaf beetle, which winters over in the adult stage in attics, barn lofts, belfries and like places, and the first warm days of spring they are to be seen at the windows looking for a place to escape. When they escape they fly immediately to the trees, where they commence feeding, eating holes through the leaves. When they are full grown they lay their eggs on the under side of the leaves, usually in a double row containing about three to twenty eggs. When these eggs hatch, which is usually about the twentieth of June, the small yellowish green larvae immediately commence feeding on the under side of the leaves, and if some stomach poison is not administered to this side of the leaf strong enough to kill them they will destroy the foliage and successive destruction of the leaves; for even three years has been known to kill the trees. They soon become full grown and crawl down under the bark, where they transform into the bectle, or adult stage, when they are about one-quarter of an inch long, having a greenish back with bright yellow stripe running longitudinally along it. The best poison to use is arsenate of lead. This we apply with the aid of a high pressure spraying outfit which will throw a stream from the ground completely covering the essential parts of the tree. The department also has a small power machine for doing the work on hilly streets and for isolated trees. About two weeks and a half were devoted to this work, and about 3000 trees were sprayed on parks, streets and private property.

Scientific Planting on one of the Newer Streets

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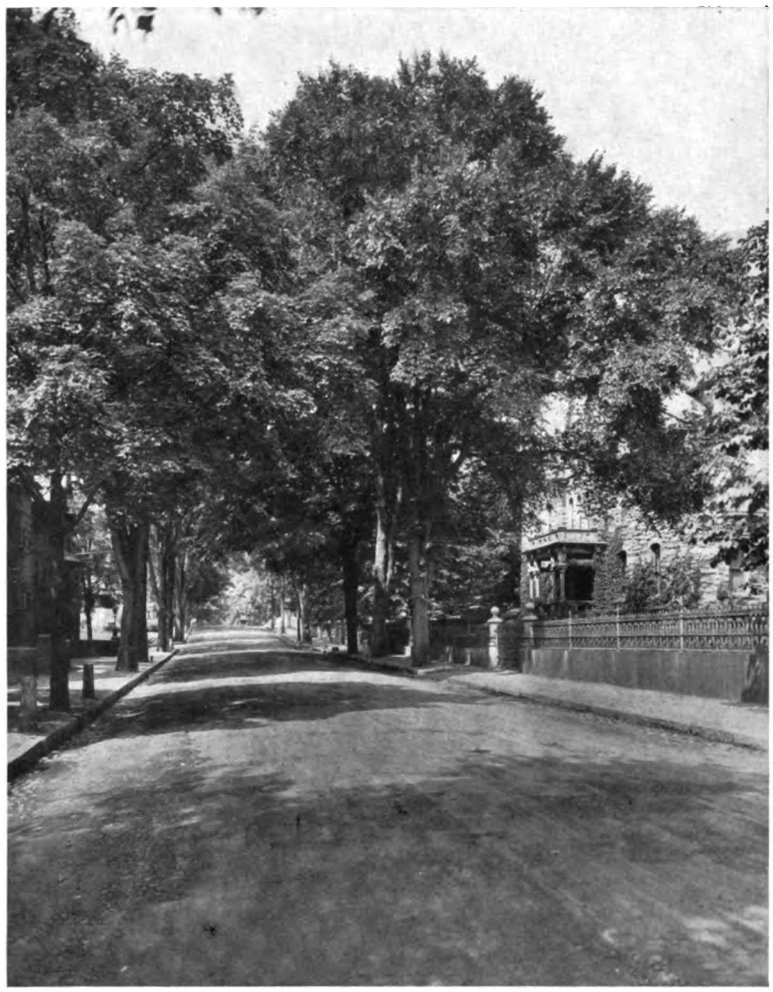
The increased invasion of the brown tail moth is everywhere apparent. Each year finds them in greater number than the preceeding one, as is natural owing to the limited amount of work, comparatively speaking, which is done throughout the State. The chief work is done on the shade trees on streets, private properties and parks. The brown tail moth which flies during the latter part of July is white bodied, with a brown tuft of hair at the posterior end of the abdomen. These moths lay their eggs on the under side of the leaves during July and August. The eggs are in a yellowish hair covered mass about two-thirds of an inch long, which contains about three hundred closely packed eggs. The eggs hatch during August, and the young caterpillars begin to feed in clusters on the upper surface of the leaves. They soon commence spinning their winter webs, which vary in length from four to six inches, and will house as many as two hundred to four hundred caterpillars. The web is completed before the leaves fall, and the nest is firmly attached to the twigs and branches by silken, grayish-colored threads, strong enough to withstand the effects of winter. With the approach of cold weather the caterpillars enter the web and close the exit holes from which they do not emerge until spring, usually early in April, when they continue feeding, eating first the buds, and then the blossoms, and attack the leaves as soon as they develop. They strip the foliage of one tree and then go to others until full grown, when they are about two inches in length, with a broken white stripe on either side and two conspicuous red dots on the back near the posterior end. About the middle of June these caterpillars spin a cocoon within the leaves at the end of the branches, and the moths emerge about the middle of July ready to lay eggs for a new brood. In the moth stage they are able to fly and will soar above the trees and allow themselves to be transported by favorable winds to other localities. Thus it is evident that the gathering of the webs from the trees in the winter, which is the principal work done in their suppression, serves only as an insurance for the benefit of the tree during the following summer, or until the new brood of caterpillars hatch. A fungous disease was imported the past summer to some of the badly infested wood lots where it is inexpedient to gather the nests owing to the cost, which in most cases would exceed the commercial value of the trees, with very satisfactory results, and it is hoped that this disease, with others, will be able to hold the moths in check in the near future.



In the Older Residential District Unmarred by Trolley or Pavement

A great deal of work has been necessary this summer in suppressing the gypsy moth infestation. The eggs of the gypsy moth are laid in a yellowish mass about the size of a fifty-cent piece, during July and August, on trunks and branches of trees, stone walls, barns, fencing, in fact on any place offering a resting place for the adult female, but unlike the brown tail moth they do not hatch until the following spring, after the first few warm days. The small grayish-colored caterpillars immediately commence feeding on the tender leaves, and continue until they are full grown, when they are about two inches long, having two rows of dots along the back. Beginning at the comparatively large head there are five pairs of blue spots and then six pairs of red spots along the back. They are nocturnal in habit, feeding at night and resting during the daytime. Owing to their habit of crawling from their feeding places in the early hours of the morning to a dark sheltered location either in cavities or under loose bark it has been found advantageous to eliminate all such places and bind a strip of burlap about four feet from the ground about the trunk, thus furnishing an ideal resting place which can be closely watched and the caterpillars easily killed. This is the chief work during the spring and early summer months, and during the past season many thousands of caterpillars have been killed in this way. In some places the trees have been sprayed with arsenate of lead, which has decreased their ravages perceptibly. After becoming full grown they pupate, emerging as full grown moths, ready to lay their eggs for a new brood. After the eggs have been laid an examination of every tree is made, and the eggs are painted with creosote oil which destroys them. It is practically impossible to thoroughly invest gate every cavity, and to this fact alone can be attributed their alarming increase. In badly infested trees an effort is being made to seal up the cavities with cement or zinc, thereby forcing the moths to lay their eggs in more conspicuous places as well as benefitting the trees by stopping decay.

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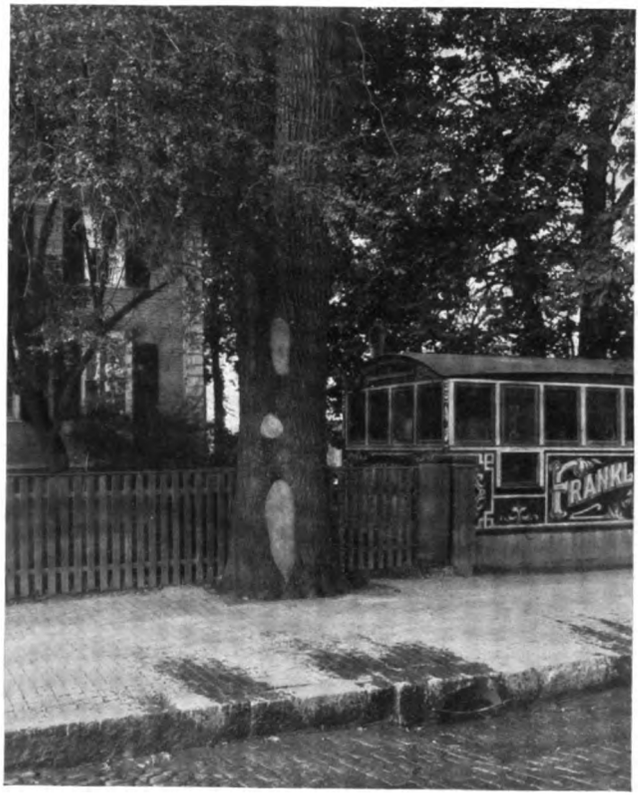
During the past season spraying has been done to suppress the tussock moth. This insect has never been found in such alarming numbers as the brown tail or gypsy moths and has no law regarding its suppression. The caterpillar has a coral red head. Extending along the back is a broken black line bordered by yellow lines much narrower. These yellow lines are bordered by broader ones of drab, and the under part of the body is yellow. Projecting forward like horns, just above the head, are two black tufts of hair about one-third the length of the body, and from the opposite end is a single black tuft. It receives its name from a row of four compact tussocks of pure white hairs on the middle of the back. The female moth is wingless and never leaves the cocoon until the eggs are laid. These eggs are a hard, white, frothy mass, usually laid on the discarded pupa case of the female, on leaves, fences and buildings. These can be found in June or during the winter months as there are two broods. The eggs can be destroyed with creosote.

With a very limited appropriation for forestry work it is hardly possible to do everything necessary for the preservation of our trees. It is the endeavor to work systematically in sections, and with a constant practice of these methods the city will in time be thoroughly covered. Now is the time to do the work, and once all the trees are treated it will be a comparatively simple matter to maintain them. That there will always be insects to contend with is a foregone conclusion, but to



An Example of Tree Surgery that Extends the Life of this Tree 15 Years

what extent, will be determined by the methods used in their suppression. Just stop and consider that the trees in front of your house keep the air pure by taking up the poisonous carbonic acid gas from the atmosphere and giving out pure oxygen; they also furnish moisture, as a full grown tree will give out 187 gallons of water through its leaves. Think of the shade they furnish in the summer by intercepting the sun's hot rays, and the warmth in the winter by breaking the force of the winds. These thoughts, with the many others more familiar, should instill in every loyal citizen a desire to see the streets of Worcester adorned with beautiful trees, and their influence should be exerted in the proper direction to see it fulfilled. Let all do their part!

National Bank Clearings

Bank clearings for the month, compiled early in September by R. G. Dun & Co., for August and which includes returns for 128 cities in the United States, again make a satisfactory comparison with preceding years, the total aggregating $13,192,122,669, an increase of 4.6 per cent. compared with a year ago and of 14.7 per cent. compared with the corresponding month in 1910.

The gratifying feature is the large increase reported at almost every important centre and the substantial expansion over both years by every section into which the statement is divided. New York city reports a gain of 1.4 per cent. over last year and 15.8 per cent. over 1910, although transactions in the speculative markets during August were of comparatively reduced volume.

In the New England States there are good gains over both years, reflecting well maintained activity in commercial and industrial lines, notably at Boston, Springfield, Worcester, Providence and Hartford. Generally improved conditions throughout the middle Atlantic States are indicated by the increases that appear at nearly all the more important cities, among them Philadelphia, Pittsburg, Buffalo, Rochester, Syracuse, Binghamton and Wheeling.

Practically every city in the South Atlantic States reports more or less gain over both previous years, indicating well maintained activity in the territory they serve, with the expansion at Baltimore, Richmond, Atlanta, Savannah, Augusta, Macon and Jacksonville well established. The central South reports an increase over both years, to which such important manufacturing and trading centres as St. Louis, Memphis, Nashville, Birmingham, Houston and Galveston largely contribute. There is a small loss at New Orleans compared with last year.

Few cities in the Central States now report less exchanges than in either year, and the total shows gains of 10.8 per cent. and 14.5 per cent. respectively.

Indications of considerable progress are noted in the returns from the cities in the Western States.

Bureau of Foreign and Domestic Commerce

In accordance with the act of Congress, approved August 23, the Bureau of Manufactures and the Bureau of Statistics, both of the Department of Commerce and Labor, have been consolidated into the Bureau of Foreign and Domestic Commerce, which will continue the work heretofore carried on by the two bureaus in commercial, industrial, statistical and economic lines, except the collation of internal commerce statistics which was eliminated by Congress. The new bureau is, however, charged in addition with making investigations into the various elements of cost of production at home and abroad in respect to articles subject to duty, comparative wages and cost of living, degree of control by business combinations and effect on prices.

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The Opportunity for the Average Citizen

One Need Not be Wealthy to Insure the Acceptance of a Gift by the Worcester Art Museum for In Fact, Though Not Officially, the Institution is the Property of all the People of the City and Gladly Welcomes the Assistance of All

By Elizabeth Manning Gardiner

THE Worcester Art Museum is not officially the property of the city. Its funds are administered and its policy directed by a private corporation. Yet by the very words of the act of incorporation " all of its property and funds . . . are to be held solely in trust for the benefit of all the people of the city of Worcester." It is, then, in fact the property of the citizens.

Proprietorship in anything certainly involves the right to use and enjoy it just as far as may be without interfering with the pleasure of other joint owners. That the trustees and staff realize this will be clear to anyone who has read the earlier articles in this series. They aim to make their exhibitions not only of high quality but as closely adapted as possible to actual needs. They try either to appeal directly to some interest already felt or to arrange and explain the objects so attractively as to create a new interest where none existed. How far they are succeeding can be measured by the upward curve of the yearly attendance, and still more effectively by the growing readiness to consult the materials for study or to appeal to the staff for advice and assistance.

But a thoroughgoing sense of proprietorship involves more than mere receiving of benefits. To enjoy one's possession to the full one must feel some responsibility for its maintenance. Yet, though a few of our visitors have tested the truth of this statement by actual experience, to most it will sound like a bit of pious theorizing. For what responsibility can the average man feel toward an apparently well-endowed, thoroughly officered institution? So far as he can see it has no pressing needs, or if it has they are on too large a scale to be affected by his contribution, and he has no idea of offering his services merely for self-discipline.

Now, as a matter of fact, he is mistaken in both his suppositions. In the first place the museum has needs. It needs actual personal service. The work of caring for the collections and especially of using them for public education grows rapidly, and additions to the staff can be made but slowly. Hence we have welcomed voluntary aid of all sorts from the polishing

Greek Coins Recently Offered the Museum

Prices as follows: A. Athenian Tetradrachms, $1.50 and $3.00. B. Corinthian Didrachms, $3.00 and $3.50. C. Carthaginian Electrum Staters, $10.00, (Electrum is an alloy of silver and gold). D. Macedonian Tetradrachm, $4.50, (Issued by King Patraus of Paeonia.) E. Agrigentum Didrachms, $3.50 and $1.75. F. Tetradrachm of Philippus Philadelphus, Syria, $4.00. G. Tetradrachm of Alexander, $2.75. All but one have been purchased. That one, though good of its kind, and desirable for our collection, had to be returned because the small appropriation for coins was already spent.

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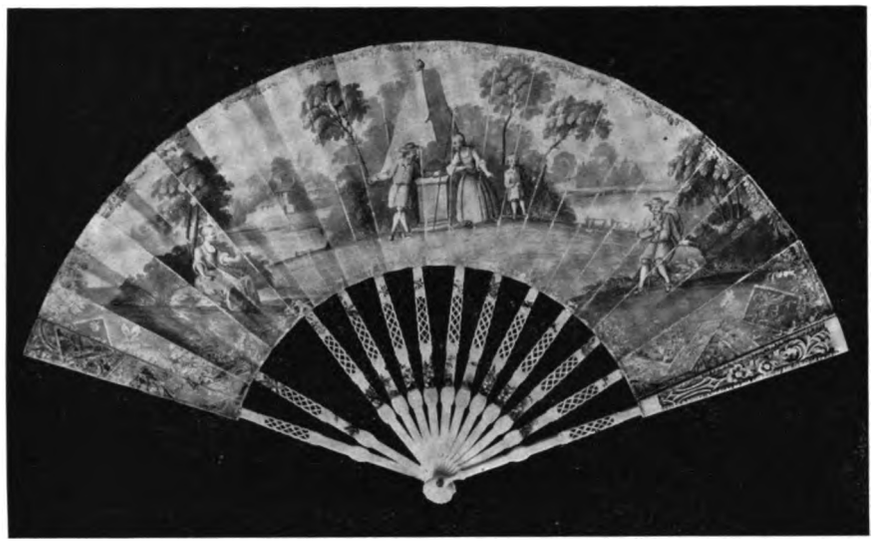


FRENCH FAN OF THE 18TH CENTURY

Gift of Mrs. Stone. Has been of great interest as one of our few illustrations of the life of this period

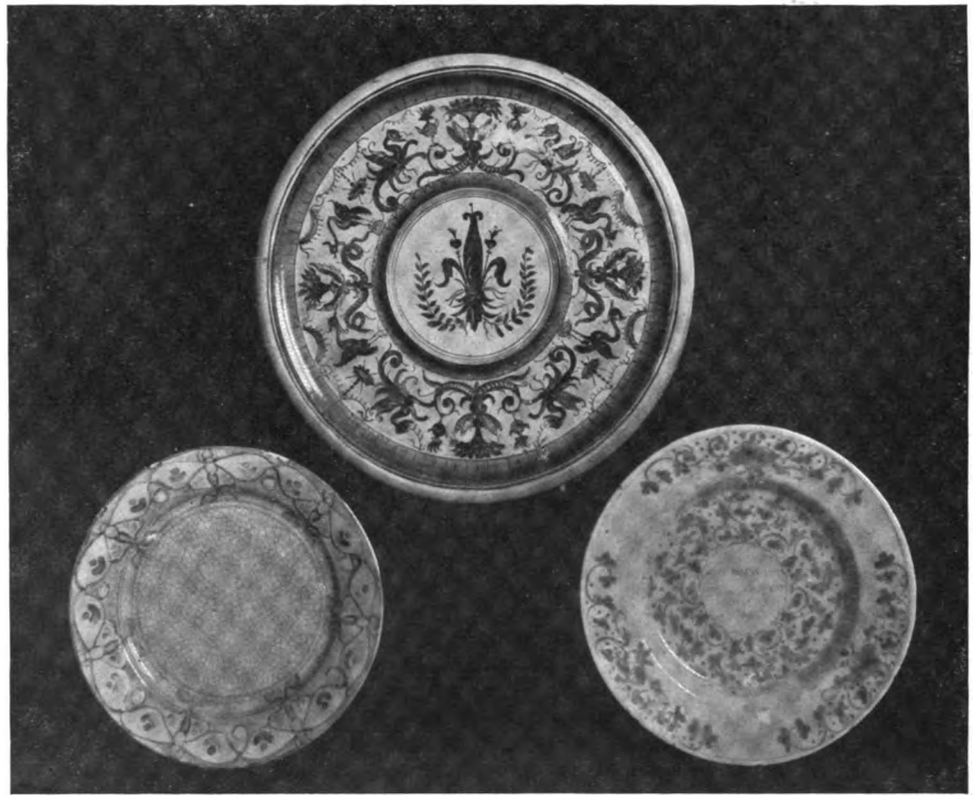
and arranging of an exhibition of old silver to assistance in the cataloguing of photographs and in the superintendence of the children's room.

Further, the Museum needs money. In the abstract a capital of $3,000,000 may seem like untold wealth. Yet an analysis of the treasurer's reports shows that after the running expenses of Museum, school and estate are paid and the usual sum set aside for the building fund, there remains about $60,000 a year to spend on works of art. Now, within the past year or two a Rembrandt has sold for $500,000, a Franz Hals for $153,000 and a Mantegna for $150,000, and even among masters whom we are accustomed to place below the highest rank a Rousseau has brought $175,000, a La Tour drawing $120,000, two Corots over $80,000, while if we turn to artists whose achievement, even in their own kind, is distinctly secondary, we still find five Raeburns selling for about $100,000 each and a Lawrence for $95,000. Even less known foreign artists of older period if of really distinguished attainments command prices in five figures (to this class belong our Bronzino, Moroni, Maes, Goya and others). Of nineteenth century American artists ten Innesses have recently sold at $10,000 or over apiece, and several Wyants are being held at $20,000, while Whistler is already an old master as regards price, and Sargent is reaching the same distinction.

It is obvious then that we must lay aside all aspirations to old masters of highest rank or popular favor, and that of the desirable work by less famous men which is offered us we can purchase only a tiny portion. Yet a collection without representative older work will always be one-sided, and now is the time to buy, for prices of such paintings are steadily rising and the supply is growing less. A prospective donor then has no reason to question whether his gift will meet an immediate need.

Yet the average man may still object that however real the need may be he at least can do nothing to meet it. He hardly has time or aptitude for direct personal service, and certainly can not afford a gift of thousands for the purchase of a picture. One may, to be sure, meet the objection by reminding him that small amounts if offered in sufficient numbers are as effective as single large ones. As a matter of fact in all probability such contributions, whether offered through the channel of the sustaining membership fee or independently, will eventually form a considerable addition to the resources of the Museum.

But to many a gift which merely helps to swell an aggregate seems too impersonal to be offered with any



A. B. C.

THREE PLATES

Part of a collection bequeathed by Mrs. Mary N. Perley. The money values are moderate, yet the discovery that common household articles can show such distinction of design and craftsmanship makes them particularly rich in suggestion for the housekeeper. A. American (Dedham Pottery). B. Italian (Contigalli). C. Dutch (Delft).

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enthusiasm. To wave one's hand vaguely over a group of recent acquisitions and say, " My sustaining membership fee provided about one five-thousandth of all this," is much less stirring than to point to a single piece, however small, as, " My gift, which without my help the Museum might have failed to secure."

Yet what chance has the donor of moderate means to find a single work which may worthily bear his name or that of some friend whom he desires to commemorate? As a matter of fact, while he certainly can not buy a Rembrandt or even a modern American painting, there is an almost endless variety of smaller objects whose yet each was selected for its intrinsic beauty or illustrative value.

Again, there are dishes and household utensils of all sorts—Greek, with that same fine austere adaptation of decorative form to structure that marked Greek architecture; Italian, with their well distributed color and a certain luxuriant grace of design; Chinese and Japanese, whose disciplined elegance is almost detached from mere consideration of use. These are also within the reach of a moderate purse. In the past few months the museum has had under consideration Greek vases ranging in price from $14 to $600, an Etruscan mirror at

A. B. C.

GREEK TERRA COTTAS AND VASE, RECENTLY PURCHASED BY THE MUSEUM

Prices as follows: A. Figurine from Cumae, $5.60. B. Figurine from Tarentum, $60.00. C. Vase (6th century B.C.) found in Sicily, $40.00. Other desirable pieces in prices ranging from $14 to $300 could not be purchased on this year's appropriation.

beauty of design and workmanship makes them suitable for exhibition purposes but whose money value ranges from $1000 to $10, or in some instances even lower. And they fall into classes for which, though particularly desirable as a means of attracting the interest of children, artisans and householders, the regular funds of the Museum can be used but sparingly.

A few instances will suffice to show their character. There are coins and medals which, especially in the hands of Greek artists or those of the Italian Renaissance, are exquisite little summaries of the larger art, the very difficulties of their shape and size forcing the design to become sure and masterly. A collection of about 75 Greek coins now under consideration by the Museum may be had for about $200, and single members of the collection range from $10 to twenty cents. They are not of the rarest or the most pretentious varieties (for such the prices sometimes run up into four figures), $100, and certain other bits of household decoration, including two terra cotta figurines at $6 and $60, respectively, three small marble heads, each a fair example of a definite period in Roman sculpture, at prices ranging from $15 to $25, and a set of three fragments of frescoes from Boscoreale large enough to illustrate well the color and draughtsmanship of the famous Pompeian wall decorations, at $100. All of these were strongly recommended by the member of the staff in charge as of suitable quality and of great educational value, yet actual lack of funds for such a purpose made it necessary to refuse all but four pieces, two vases at $60 and $40, and the two terra cottas (one of the vases and the terra cottas are here illustrated).

Or, for a feminine giver there is a whole range of textiles from the richness of Oriental or Italian velvets and brocades, or the ethereal loveliness of fine laces and embroidered muslins, to the downright vigor of peasant

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embroideries or even the decorum of our grandmothers' staid blue and white quilts. Pieces of sufficient size to show design and coloring can sometimes be bought as low as $5, and excellent examples can be found at less than $100. Or in some cases they need not be purchased at all, for surely there are still many Worcester families who have among their heirlooms strays from the old East India trade—printed cottons of Colonial period, embroidered muslins, old lace, Paisley shawls of quality fine enough to make them well worth placing on exhibition. Similar suggestions might be made with regard to old furniture, plate, jewelry, weapons, in short, all those utensils of household life around which decoration could find room to cluster and blossom.

Donations of this character have, moreover, an educational value all out of proportion to their price. That they appeal to and influence the large portion of the community, which feels awed by Art in the abstract and does not know how to enjoy a picture unless it tells a story, the staff of the Museum know by personal experience. For the children there is the thrill of historical associations. To be told that a coin under your eyes was very probably touched by one of the men who fought at Marathon and may actually have passed through the hand of Pericles, or that a piece of silver within arm's reach was turned out by Paul Revere himself, not only makes the history more tangible and vivid but demands a closer attention for the object under consideration.

The housekeeper finds herself face to face with the very implements of her own profession. She who has lifted full, heavy pitchers or polished ornate tableware and furniture will be quick to appreciate the logical construction of a Greek water jar, or the smooth and flowing surfaces of Colonial silver and mahogany, and will unconsciously be carrying home new standards for her own household furnishings.

So with the artisans—potter and cabinet-maker, designer of rugs or hangings—all find in these so-called minor arts problems which they can understand solved in a way full of suggestion for their own work.

A very definite share then in the growth of the Museum belongs to the donor of moderate means. Whether his gift be $5 or $500 it can be used to purchase some object which shall bear his name and express his personal taste, which the Museum would not otherwise secure and which will be of immediate interest to the very classes whose sensibility to beauty stands most in need of stimulus and guidance. When once this truth is realized and acted on the Museum may hope to become, in the sense which its founder desired, the property of "all the people of the city of Worcester."

The Young American Abroad

By C. S. Donaldson

Editor of Daily Consular and Trade Reports*

Young Americans frequently write to the Bureau of Manufactures and to United States consulates in various parts of the world for the purpose of securing positions abroad. The letters come from teachers, civil engineers, dentists, commercial travelers, stenographers, clerks and persons in other callings. Openings for them seldom appear to be available, and yet, on the other hand, it is a matter of common complaint by American firms establishing branch houses in foreign countries that they are compelled to employ foreigners almost entirely. For example, a very large concern of the United States, which is now establishing a branch office in Rio de Janeiro, states that the offer was made to its New York office force, but that none were willing to go to Brazil, and hence Europeans will constitute its new Rio de Janeiro staff. It is, therefore, apparent that the man and the opportunity both exist but do not meet. Here, then, is presented an opportunity for effective intermediary work on the part of chambers of commerce and industrial associations of the United States.

Many professions and callings in this country are undoubtedly overcrowded, and climbing the ladder to success is slow work. Often the competitive struggle exhausts the energies and causes failure, or results only in a scanty living.

The extent to which young Americans have gone abroad has been very helpful to our foreign trade. American dental goods, well drilling appliances, etc., have in this way found their way into rather obscure places of the globe. Out in India the commercial adviser to one of the princely Maharajas is an American who has not only brought in American ideas, but the American appliances to carry them out.

Comparatively few, however, of the competent young countries have been able to gratify their desires, and no worthier efforts could be made by commercial organizations than to seek these openings for them. The salaries, of course, are often quite moderate, but the experience to be gained becomes invaluable, and whether used to continue work in the foreign field or to bring back to handle the foreign branch of the home office, or what not, the new mental equipment puts the young American largely beyond the competitive class and into a place where his services are in demand.

It may often become necessary for the young man or woman to go into training first in the home office before being sent abroad. If he will seek the aid of his nearest large chamber of commerce, aid may probably be secured to find the most desirable opening.

There are, of course, some difficulties to be encountered. A New York business man describes to me his experiences in this respect, as follows:

"The trouble seems to be to a great extent that the young men who want to go out are not equipped for work in foreign countries and do not want to stay long enough to become of any value. That has been the result of our trials. No doubt there are some who would be all right and willing to work hard, but most seem to think it is an easy life."

This type of young American should not be encouraged, but there are plenty of the right kind, filled with energy, ambition and knowledge, whose life abroad will benefit both himself and his country, and cause further appreciation by other peoples of the high American ideals, business principles and character. Some American concerns are already working along these lines. I have in mind a large banking corporation—the only American financial institution having branches in various parts of the world—which is pursuing the policy of selecting young Americans, and, after some training in their New York office, sends them out to equip their foreign banks. The concern evidently takes patriotic pride in having an American staff throughout, so far as possible. This is a good aim, not only for the consular service of the United States but for our mercantile houses doing business abroad, as well.

The task then is to connect the man and the opportunity.

*From *The Nation's Business*.

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The Municipal Reference Library as a Business Investment

The Operation of a Comparatively New Municipal Department Whose Object is to Obtain From a Disinterested Source the Facts as to the Experience of Other Cities in Dealing with Municipal Problems, that the Citizen May Secure "Value Received" from his City Taxes

By Charles Homer Talbot
Municipal Reference Librarian, Kansas City, Mo.

THE importance of efficient municipal government is recognized. Whether or not the citizen gets "value received" from his city taxes; whether or not his taxes are levied under a fair system of taxation; whether or not he gets good water, light, heat, telephone and street car service, at fair rates; and whether or not the health of himself, his family and his children are protected and safeguarded by the best methods known to science, for example, through adequate pure food and milk inspection, all these things are mainly dependent upon efficient municipal government.

The waste of money and inadequacy of service given by city governments in the past has without doubt, in many instances, come about through corruption and incompetency, but more often through ignorance. It is not sufficient that an official possess honesty and sincerity. His duties require that he be efficient as well. The pages of the history of cities all over the country are full of the accounts of the costly mistakes of municipal officers, who, though honest and sincere, were not efficient, because of lack of acquaintance with the experience of other cities on the same problems which came before them.

John Jones is elected an alderman. He has been a busy and successful man in his business and is well thought of by his associates and neighbors. In his office as alderman, however, at once questions complex, intricate and technical are put before him to meet and solve.

Suppose, for example, the question of a contract for a plant for disposing of the garbage of a city is placed before him. The disposal of the waste of the city is of vital importance, for it has to do with the health of the people. The official has the problem confronting him.

At once he is surrounded by the lobbyists of half a dozen garbage disposal companies, all clamoring for the contract. Some of the devices urged have been tried out by other cities under similar conditions and have failed completely; but all the lobbyists tell the same story—each claiming to have the best plant on the market.

Unless John Jones, alderman, can turn to some disinterested source from which he can secure the facts as to the experience of other cities in dealing with this same problem he is dependent upon the representations of those who are directly interested in securing the contract. And this is but one example of scores that could be given.

To assist officials and citizens in securing from a disinterested source the facts as to the experience of other cities in dealing with municipal problems, Baltimore, Chicago, Boston, Milwaukee, Newark, St. Louis and Kansas City have established Municipal Reference Libraries. Cleveland, Ohio, is taking steps toward the establishment of such a department, as are also Buffalo, Pittsburg and Seattle.

Eighteen states have established State Legislative Reference Libraries. The idea was put into operation in German cities several years ago. From an article in the May, 1908, number of the Annals of the American Academy of Political and Social Science is taken the following quotation:

"If the desired information requires a considerable amount of work a charge may be made by the director, otherwise the information is furnished without cost. It does not pretend to be able to answer every question that may be asked. In legal questions especially it attempts only to be able to refer to similar cases, if there have been such in other cities, or to point out the best material bearing on the subject. It is, however, in a position to furnish information on a host of questions likely to perplex the minds of the city legislators. If an expression of opinion from other members of the Staedtetag is desired the central bureau sends the question around and prepares the answer according to the reports received. This demand for information has two good effects: It may help the seeker over difficult problems, and it makes it possible for the bureau to keep alive to the prevailing situation and to grow in depth and breadth of knowledge. In the first year of the bureau's existence one hundred and thirty-two requests for information were made, and in forty per cent. of these cases charges were made."

The Municipal Reference Library idea may be summed up in one word—"Light." It is not the purpose of the department, as a department, to stand for or against a measure, and above all things not to allow it to be made a political department, but simply to get the facts on pending municipal problems, and let the facts speak for themselves.

The Municipal Reference Library of Kansas City was established by Ordinance No. 5061, approved Aug. 19, 1910. Soon after entering upon the duties of the office we sent the following letter to the members of the City Council, for the purpose of letting them know that we would be glad to be of any possible service to them:

Kansas City, Mo., Jan. 9, 1911.

Dear Sir: The Common Council of Kansas City, by ordinance of Aug. 15, 1910, authorized the establishment of a Municipal Reference Library to gather and index, for the use of the members of the Common Council, city officials and heads of departments of the city government, such books, reports, bills, ordinances, documents and other material, from this and other cities, as would aid them in their official duties; to collect all available information relating to any matter which may be the subject of proposed legislation by the Common Council, and to make a written report to the Common Council or any committee thereof, any city official, head of department, member of the State Legislature from Jackson County, of the laws, ordinances, reports, statistics, and other available information relating to any particular subject of municipal concern.

Some material has already been collected, but you can be of much help to us by indicating subjects or topics in which you are especially interested, and would like to have investigated. We desire to make such material as we have collected or may collect, of the utmost use to you and want you to call upon us for any aid we can give.

If you will inform us of any subject or subjects you wish investigated, as far as we can, we will tell you:

1. What cities have passed ordinances on any particular subject.
2. Where resolutions for similar ordinances are under discussion.
3. Where valuable discussions on any subject may be obtained.

It is not our province to convince members of the City Council upon any disputed points. We shall simply aid them to get material to study subjects in which they are interested as public officials.

Kindly let us know if we can serve you in any way. Our work is entirely free, non-partisan and non-political, and entirely confidential.

Yours very truly,

In order that city officials and citizens generally might become familiar with the purposes of the library,

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the librarian was asked to outline the aim and work of the department in an address before the City Club, which organization was largely instrumental in securing the passage of the ordinance creating the department. This meeting was beneficial, as shown by the increased number of requests for information following it.

Again it may be well to state briefly the purposes and aims of the department. As stated in the ordinance it is our duty to collect and index such charters, laws and ordinances, reports and other data from other cities as relate to matters which may be the subject of legislation in Kansas City. In this way no department of the city government need try a new scheme or measure without first having learned how other communities have dealt with the same problem. There is no reason why Kansas City should try a costly experiment which has been shown to have failed when tried in other cities with similar circumstances and conditions. And again, there is reason that this city should take advantage of those methods and measures which have demonstrated themselves to be successes in other cities under similar circumstances and conditions.

During the time the department has been in operation it has made several special investigations, at the request of municipal officials.

At the request of the Board of Public Welfare data was collected relative to the tenement house regulations in the principal cities of the United States and Europe, ordinances were secured relative to certain forms of recreation, and the laws and regulations of other states and cities obtained dealing with the vagrancy problem. Information showing what was being done by other progressive municipalities in providing work for the unemployed was gathered and presented to the special committee having the matter in charge. Kansas City stands foremost among American cities in its handling of this problem.

At the request of the Building Department data was secured showing the methods and forms used in the inspection of buildings in other municipalities.

At the request of the City Counselor's Department data was collected showing the division of the costs involved in the elimination of railway grade crossings in other cities.

For the License Inspector's Department were collected the complete license tax ordinances of other cities of approximately the size of Kansas City.

For the Public Utilities Commission a report regarding car stops at street crossings in other large cities was prepared, and data relative to the compulsory physical connection of telephone companies collected.

At the request of the City Treasurer's Department data was compiled giving the cost of the collection and handling of taxes in other large municipalities.

At the request of the Smoke Inspection Department the laws and methods used for smoke abatement in the principal cities were secured.

At the request of the Police Department the ordinances of the principal cities of the United States regulating pawnbrokers were collected, and a digest of the same compiled for reference use.

At the request of the City Assessor information was obtained as to the practices of other cities in taxing goods in storage.

At the request of the Market Master the matter of the experience of other cities in the bringing of vegetables, etc., into municipal markets by interurban railways was investigated.

At the request of the City Auditor data was collected relative to the systems of the auditing of municipal accounts in other cities.

At the request of the Board of Civil Service a report was compiled showing citizenship and residence requirements in other cities for civil service applicants classified as "laborers."

At the request of the Board of Fire and Water Commissioners a report was made showing the methods used by other cities in the collection of water bills, data was secured relative to methods in use for the payment of new water mains, information was obtained showing the extent to which auto equipment is used by the fire departments of other large cities, and a table compiled showing the appropriations made for fire protection in the other cities of approximately our size in area and population.

For the Hospital and Health Board data was collected relative to tuberculosis hospitals, and a detailed report made on garbage collection and disposal.

At the request of the Board of Public Works a digest was made of the ordinances and regulatory provisions relative to the moving of buildings, and reports made upon the cost of the printing of official notices in other cities, and the scale of wages paid laborers in the other municipal asphalt plants of the United States.

For members of the City Council and the Mayor there was collected data, or reports were made upon the following subjects:

The number and extent of, and investment in, public playgrounds in the large cities of the country; municipal morgues and the disposal of pauper and unclaimed dead in other municipalities; the cost of natural and artificial ice in other cities; legislation in other places effecting the use of the "common drinking cup;" the inspection of boilers and steam piping and heating; gas pipe inspection; municipal license taxes on circuses; tax ferrets and tax ferret ordinances; insurance rates on merchants' stocks in other cities, and high pressure business district fire protection water systems; maximum penalties permitted to be charged in other cities by electric lighting companies on account of the tardy payment of lighting bills; the regulation of taxicab fares by the twenty-eight principal cities; telephone rates in other municipalities of our class; building inspection laws and ordinances; the use of cement concrete sewer pipe in the principal cities of the United States; public comfort stations; municipal electric lighting; municipal financial budgets and apportionments; telephone franchises; street railway franchises; and the laws and ordinances of the principal cities relating to the inspection of dairies and milk.

Besides this the department has been called upon by business and civic organizations for information, and their requests gladly complied with whenever possible. For example, at the request of the Commercial Club municipal data was compiled for the use of the Club's folders, information was collected for them upon taxation in Kansas City, and a detailed report made to them on ornamental street lighting.

Then, too, there has been an ever increasing use of the department by citizens generally, and by the young men and women of our Kansas City high schools, and of the Universities of Kansas and Missouri.

As giving some idea of the work being done here in the collection of material, the following is given as a list of some of the subjects upon which we have data on file:

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Advertising of cities.
Automobiles.
Banks—laws and reports.
Banks—central bank.
Banks—guaranty of deposits.
Billboards.
Bills of Missouri Legislature, 1911.
Boiler inspection.
Charitable and penal institutions.
Charters and ordinances of principal cities.
Child labor.
City clubs.
City manuals.
City planning.
Civil service.
Comfort stations.
Commission government.
Concerts—free municipal.
Conservation.
Constitutions.
Corruption and corrupt practices acts.
Courts.
Dogs.
Elections.
Electric lighting.
Employer's liability.
Employment bureaus.
Express companies.
Factory inspection.
Filtration of water.
Fire departments.
Fourth of July celebrations.
Franchises.
Garbage collection and disposal.
Gas lighting.
Government ownership.
Home rule for cities.
Hospitals.
Housing—laws.
Housing—reports.
Ice.
Income tax.
Industrial education.
Initiative and referendum—States.
Initiative and referendum—municipalities.
Insurance.
Juvenile courts.
Labor laws and reports.
Labor—strikes.
Labor—unions.
Labor—women and children.
Legislatures of Missouri and Kansas, 1911.
Licenses.
Lighting—municipal, gas and electric.
Liquor problem.
Loan sharks.
Mayor's messages.
Milk and dairy inspection.
Minimum wage.
Missouri River navigation.
Monopolies.
Moving pictures.
Municipal art.
Municipal charters and ordinances.
Municipal courts.
Municipal government.
Municipal ownership.
Municipal printing.
Municipalities—general.
Municipalities—budgets.
Municipalities—charities.
Municipalities—financial reports.
Municipalities—non-partisan elections.
Old age pensions.
Parcels post.
Parks.
Paving.
Pawnshops.
Personal property tax.
Playgrounds.
Police departments.
Political leaders.
Political parties.
Popular election of United States senators.
Postal savings banks.
Primary elections.
Public recreation.
Public utilities.
Pure food.
Railroads.
Railroads—grade crossings.
Roads.
Schools—general.
Schools—colleges and universities.
Schools—social centres.
Schools—university extension.
Sewerage.
Short ballot.
Smoke.
Social evil.
Socialism.
Steel Trust.
Street railways—general.
Street railways—franchises.
Street railways—municipal ownership.
Streets.
Streets—signs.
Tariff.
Taxation—general.
Taxation—municipalities.
Telephones—general.
Telephones—franchises.
Telephones—interchange of service.
Telephones—municipal ownership.
Theatres.
Traffic regulations.
Tuberculosis.
Unemployment.
Vagrancy.
Water departments.
Weights and measures.
Woman suffrage.
Workingmen's insurance.

During the year we have collected over 450 books and 1500 pamphlets. In addition to these, numerous clippings and letters are kept on file. The material is so classified that a reference to a desired subject can be made readily and without confusion. The material includes charters, ordinances, reports, franchises, books and articles on municipal questions, etc.

The total expenditures for the department for the fiscal year, 1911, will amount approximately to $3000. This sum during this last year was generously supplemented by financial assistance from Kansas City's foremost citizen. Attention is respectfully called to the fact that the information revealed by one report made by this department, if taken advantage of by the city officials, would result in a saving to the city and the people, conservatively estimated, of $125,000 a year.

Considered simply as a business investment the Municipal Reference Library of Kansas City more than pays for itself.

Elections Have Lost Their Terror

However it may be in other communities, there is no doubt about the unusual prosperity of Worcester industries at the present time. It is always supposed that a presidential year will materially affect business conditions. In 1896 the banking interests were so terrified by the threat of free silver, and the possibility of Mr. Bryan's election that they caused a very material tightening of the money market, forcing the curtailment by many industries of their various lines and putting an absolute handicap on all new work. Again, in 1900 and in 1904, there was a certain amount of uncertainty that characterized business conditions for several months before the presidential election. In 1908 the country of course had not recovered from the panic of the previous year, and business conditions, until after Mr. Roosevelt's election was certain, continued to be very bad. Indeed Worcester felt the business depression in 1908 a good deal more than it did in 1907, the general slackening in trade not affecting this city until long after it had spent its force in other communities.

With the history of the past sixteen years staring us in the face, it had come to be an accepted fact here, that the year 1912 would be one of slow-going growth and timid expansion, but strange as it may seem business conditions in Worcester to-day, are better than they have been at any time during the last two years.

Beginning with September, 1910, the great machine tool industry in this city felt the paralyzing hand of business depression fall heavily upon it. In common, with the machine tool industry, everywhere there came a slackening of orders and the necessity for piling up the goods manufactured in the warehouse instead of disposing of it in the open market. Shop crews were kept on two-thirds or three-quarters time in order to keep them together and for months the manufacturers of machine tools, have been at their wit's ends to dispose of their goods.

This is now all changed. The various machine tool builders in this city are finding it difficult to fill their orders and are finding it still more difficult to secure the necessary number of skilled mechanics to turn out goods for which there is an active demand. There appears to be no reason for this sudden resumption of activity in the metal trades unless it be that business has been so bad for months that it cannot help recovering, as was said in 1896, "business had been flat on its back so long it could not help looking up."

What characterizes the metal trades also characterizes all the other industries in Worcester. Corsets, envelopes, and every other line is working to capacity. The demand for employees in some lines of underwear is particularly strong and it is almost impossible to secure girls and men enough to fill the demand, one concern having had several thousands dollars' worth of orders cancelled because it could not get the help together in time to make the goods. This concern pays its machine operators $12.00 and $15.00 a week and even more, and manufactures a particularly beautiful and elaborate line of underwear, so that its wage scale did not handicap it.

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Charles B. Breed, B.S.—The Man and His Work

Insight into the Early Life and Training of the Expert Secured by the Abuttors Along the Northern Railroads in this City, to Draft New Studies of the Puzzling Grade Crossing Elimination Problems, Showing His Peculiar Fitness for Just This Sort of Work

LIKE many other men who have attained prominence in their particular calling Prof. Charles B. Breed, who has been engaged to draft and present a plan for the abolition of the grade crossings of the Northern railroads in this city, intended to conserve the interests of all parties concerned—municipal, abutter and railroad—is an exceedingly modest man. He does not advocate the public press nor does he look with much favor on the more conservative magazine columns to exploit his personal deeds either of a private or professional nature.

Professor Breed, it will be remembered, is drafting a plan under direction of a committee of eleven, representing abutting property owners and occupants of factories along the northern grade crossings, and the Executive Committee of the Board of Trade; acting jointly in the matter. These two committees are not in any way antagonistic to either the city or the railroad, and while the cost of Professor Breed's services will be borne entirely by either abutters or public spirited citizens, he has been instructed to work in harmony with both the city and railroad engineers. The entire purpose of his work, as aforesaid, is to present before the Northern Grade Crossing Commission a plan which will conserve the interests of every party or person concerned, as far as possible, the plan to be in reality a modification of both the city and railroad plans, with particular attention given to the Exchange Street, Lincoln Square and Garden Street problems.

Remembering again the fact that the railroad in its plans proposes to close Exchange Street to save its tracking facilities southward, while the city plans would keep Exchange Street open and sacrifice, if need be, valuable tracking facilities; Professor Breed believes that he can solve the problem to the satisfaction of all parties and still keep Exchange Street open. He also feels that he can present a plan for an ornamental bridge at Lincoln Square, which will give all roadway and head room necessary for that busy section of Worcester, and also bring to a happy solution the problem at Garden Street, where in that vicinity an overhead bridge will have to be constructed to provide a passage across the railroad tracks.

It is obvious that a task of such gigantic proportions would necessarily have to be handled by as eminent an authority on the subject as could be obtained, and in response to an appeal from abutting property owners this Board called a mass meeting of interested citizens and induced Professor Breed to appear and give his ideas on the matter. His appearance meant his engagement, for he made a most favorable impression, and he was engaged soon afterwards and his task begun.

The Northern Grade Crossing Commission has co-operated with the joint committee in this matter and very willingly caused a postponement of a public hearing from September 13 until October 16 that Professor Breed might have something definite to lay before them, a work on which he is at present engaged.

Since securing Professor Breed there have been numerous inquiries as to his past achievements and experience, and we have finally obtained them. The task was no simple one, for Professor Breed, as stated above, is modest, exceedingly so, when it comes to publicity. However, while it was impossible to secure for reproduction a photograph of the engineer, much as we would liked to have done so, the following sketch of his life is fairly complete.

Professor Breed was born in Lynn, Mass., in 1875, a son of Charles Otis Breed, a well-known retired building contractor, who built many of the large buildings in Lynn and Boston, including the Lynn city hall, St. Stephen's Church in Lynn, many of the buildings in Boston which were erected just after the big Boston fire, and the State Reformatory buildings at Concord, Mass.

He was educated in the Lynn public schools, a graduate of the Shepard Grammar and of the Lynn Classical High Schools. He was graduated from the Massachusetts Institute of Technology in June, 1897, from the railroad engineering option of the civil engineering course, where he received the degree of Bachelor of Science.

His practical engineering experience began seventeen years ago as a rodman in the engineering department of the city of Lynn under Charles W. Gay. Since then he has been in the employ of the Boston & Maine railroad in the engineering department of that railroad, masonry inspector on the Boston & Albany railroad on the Natick track depression work, and later chief of engineering party for about one year on the track depression work through the Newtons.

In 1899 the Massachusetts Institute of Technology offered him the position of assistant in the civil engineering department. He was subsequently promoted to the grade of instructor and later made a member of the faculty and given the title of assistant professor. He is now associate professor of civil engineering. During the early part of his career as a teacher at Technology he taught the subjects of surveying and railroad engineering; but of recent years his entire teaching has been confined to railroad engineering and highway engineering, the latter including city engineering and street construction.

About half of his time has been given up to Institute duties, the remainder having been devoted to practical engineering work, including the following:

Designs for track elevation at Newark, N. J., in connection with the solution of the grade crossing problem in that municipality.

Inspector of dredging of Lewis Bay, Cape Cod, for the Massachusetts Harbor and Land Commission.

Engineering inspector on sections two and three of the Weston Aqueduct, for the Metropolitan Water and Sewerage Commission of Boston. This aqueduct is about ten feet in diameter and thirteen miles long.

Served as expert on several investigations of building foundation failures in Boston; also methods of water profing basements below tidewater to make them safe for storage of valuable merchandise.

Made street railway surveys for proposed route through the Mystic Lake district to Winchester.

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Resident engineer in charge of construction of Walden Pond dam at Lynn during the first season of its construction.

Resident engineer at Kushaqua Sanitorium, Adirondack Mountains, installing water works and sewage disposal for that institution.

Assistant engineer on Chicago track elevation work for the Chicago & Western Indiana railroad.

Assistant engineer in charge of surveys for assessor's plans for city engineer of Lynn.

Has served as expert in many railroad accident cases, including service for the Commonwealth on the Hallet manslaughter case.

Since 1909 Professor Breed has been a member of the firm of Barrows & Breed, consulting engineers, with offices at 6 Beacon Street, Boston. This firm has been connected with several large water power projects, including the Deerfield River project, the proposed Blackwater River power development, an extensive development of the Kennebec River to obtain greatly increased water power. They have designed and laid out a new colony for the insane at Westboro Insane Hospital, have designed and constructed the water works for State Colony for the Insane at Gardner. This involved the construction of a large steel standpipe twenty-five feet in diameter and eighty-five feet high.

They were called in as experts recently before the commission which determined the apportionment of the cost, on the cities comprising Metropolitan Boston, of construction and of maintenance of the Charles River basin, involving $4,000,000. The report of the firm was a very exhaustive treatment of the various elements of cost which made up the total of that great metropolitan improvement.

The firm has been retained on several important litigation cases in New England and New York involving water rights, as well as acting as consulting engineers for the Vermont Public Service Commission on the appraisal of water power plants and on the investigation of new power projects which required the approval of the commission.

Professor Breed served as consulting engineer for the town of North Attleboro in connection with the location of the Boston & Providence Interurban Railway through that town.

He has also been consulting engineer for the citizens of Hartford, Vt., on the elimination of the grade crossing at White River Junction, which is conceded as the most dangerous crossing in the state of Vermont.

He is now acting as consulting engineer for the Vermont Public Service Commission in reference to the layout of the new Union Station at White River Junction, which involves numerous complicated track changes.

Professor Breed has also reported to the Vermont Public Service Commission on the abolition of grade crossings at Alburg, Vt., and upon the new Union Station at Burlington, upon which matter he is at present engaged in preparing plans.

In the state of Massachusetts at the present time Professor Breed is acting as consulting engineer for the following cities and towns:

City of Quincy, involving several grade crossings.

City of Taunton, where he has made complete designs and estimates for the abolition of twenty-seven grade crossings, at a cost of about $3,000,000.

City of Lynn, where he has been connected with the matter of abolition of grade crossings since 1901, and is at present acting as the city's consulting engineer in connection with the construction of this grade crossing work, which involves some half a dozen grade crossings, many of which have very heavy traffic.

City of Salem, involving reconstruction of the present tunnel.

Town of Waverley, involving two grade crossings, and the town of Winchester.

When the Boston & Eastern Electric Railroad appeared before the Massachusetts Railroad Commission for a certificate of exigency Professor Breed, together with many other Lynn citizens, was opposed to the location of the proposed railway through the residential property of West Lynn, and when a committee was appointed at a mass meeting he was made a member and the secretary of that committee.

Professor Breed is joint author (with Prof. George L. Hosmer of the Massachusetts Institute of Technology) of a two-volume treatise on "The Principles and Practice of Surveying." These volumes comprise the most complete treatise on surveying which has been published in this country. They are used in about fifty of the technical colleges of this country and are in use in Canada, England and China.

A few years ago the publishing house of John Wiley & Sons of New York evolved the idea of publishing a concise compendium of the practical and useful methods of the civil engineering profession and chose for their authors thirteen men who are recognized experts in their respective branches. Professor Breed was chosen as author of the section on surveying, geodesy and railroad location. This book, called "The American Civil Engineers' Pocket Book," has recently been published, and is recognized by the profession as the best authority of its kind which has yet been published.

Professor Breed is a member of the Boston Society of Civil Engineers, American Railway Engineering and Maintenance of Way Association, American Society of Civil Engineers, New England Railroad Club, Technology Club of Boston and Boston City Club.

Grand Trunk Developments

Steamer service between New York and Providence, in connection with its new line from Palmer, Mass., to Providence, is to be established by the Grand Trunk Railway.

The Grand Trunk's new line will run as a branch of the Central Vermont, a subsidiary of the Grand Trunk, and it is expected that the line between Montreal and Providence will be in operation early next year, giving the Grand Trunk, through the Grand Trunk Pacific, direct connection between Atlantic waters and its whole system.

The fast freight and passenger steamers which will operate daily between Providence and New York have been contracted for.

The new vessels are to be delivered in May. They are to have each a capacity of 500 passengers and 500 tons of freight.

Increased steamboat service so as to give close rail and water connections with its main railroad system between Boston, Providence and New York is contemplated when the Grand Trunk builds its line connecting New London with Boston, for which it now has a charter. Piers at Providence have been leased, and dock construction is being arranged for to provide facilities for handling the traffic from the New England extension.

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Worcester A Quarter Century Ago

October 1887

Clark University

This month was an important one in the educational development of Worcester, one event transpiring which has since brought world-wide renown to the Heart of the Commonwealth.

This event was the laying of the cornerstone of Clark University on October 22, 1887, before a distinguished gathering of educators, statesman and municipal officials.

Jonas Clark had a definite object in creating the University which bears his name to-day. He expressed it in his address of dedication, read before the assemblage, and it has been carried out to the last letter, as can be seen from the following:

"We, therefore, here and now, dedicate this University to science, letters, art and human progress in their best and most valuable forms. And may the Giver of all good crown its efforts and labors with His constant and abundant blessing."

Among the orators at the exercises was George Frisbe Hoar of this city, United States senator from Massachusetts, who even at that early date had become recognized as one of the leading statesmen of the nation.

The stone selected as a repository of the mementoes of the day was placed at the northeast corner of the second story of the main university building, where it remains to-day, a safe deposit vault for the package of valuable records.

Opening of Y. M. C. A. Building

The elegant and then unsurpassed building of the Worcester Y. M. C. A. was dedicated and thrown open to the men of Worcester during this month, adding materially to the development and opportunity for extension of work of that great institution.

The new building was thrown open for preliminary inspection on the evening of October 12, being visited from basement to roof by hundreds of men and women of this city.

The formal dedication exercises took place on the following day, with addresses by city officials, officers of the Board of Trustees and visiting Y. M. C. A. workers.

The wisdom of the builders in planning for the future has more than once come home in the last quarter century. Well arranged and with plenty of room for the various departments the institution has served a people for twenty-five years, and it is only within a comparatively short time that it has become necessary to plan for a much larger building to keep pace with the rapid growth of the community.

Post Office on Common

Worcester citizens back in October, 1887, or at least a great many of them, evidently favored the erection of the proposed Federal Building and Post Office on the Common.

The Federal Government had, at that time, practically decided to purchase the Franklin Square site, yet a large body of voters continued to oppose the final passing of the deeds. They filed their protest in a petition to City Council, charging that Franklin Square was too far removed from the centre of the business district, to which was attached 1400 signatures of voters.

They sought and successfully carried through a referendum to be attached to the ballots of the city election in December of that year to get an expression of opinion on the subject from the voting population of the city.

A Bridge for the Lake

Judging from newspaper discussion and comment in October, 1887, the question of replacing the causeway at Lake Quinsigamond with a bridge, was a live topic at that writing.

Various plans had been suggested and citizens had submitted communications which were printed, treating various phases of the problems.

Several sets of plans had been drawn, showing different styles of bridges which could be constructed, the most practical of which according to one writer, had these qualifications:

"Three span bridge, 300 feet long, with 100 feet to each span. The bridge to contain two road tracks, each 10 feet wide; one foot walk, six feet wide, and allowing for five curbs, each one foot wide."

The total cost of such a bridge, as figured at that time would amount to $27,000, including all work of erecting abuttments and removing the causeway.

Crompton Park Land Bought

Following conferences for several months previous an agreement was reached with the Crompton heirs, during this month, through which they transferred the title of 554,382 square feet of land to the city for $44,350. Though this price was considered somewhat high for land for park purposes the wisdom of the purchase has since made itself evident, for to-day more children per acre use Crompton Park as a recreation ground than any other park of the city.

G. A. R. Reunions

Worcester was in 1887, as it is to-day, the great central place in Worcester County for reunions of the members of the Grand Army of the Republic. During October, 1887, two, and sometimes three, reunions a week were recorded. The significant feature of all celebrations in that month was the fact that each was attended by from 100 to 200 veterans, among them being heroes of that great strife whose names have since been written in every history of the land.

Registration

As an evidence of the growth of Worcester during the last twenty-five years a comparison of the number of voters registered in October, 1887, with the figures for 1912 prove of interest. The total number of voters to be registered in 1887 numbered 10,947, while upward of 25,000 names are on the voting lists to-day, with the registration for the state and city elections yet to come.

Water Supply Developments

The present extensive high service water system was established in 1887, though only a part of the vast amount of construction work was done in that year.

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City Affairs

City Council Meeting, September 9

The greatest single action of this meeting of City Council was the adoption of an order, on recommendation of the Committee on Public Buildings, acting upon request of the School Committee, to take land adjoining Classical High School by right of eminent domain, as a site for the proposed addition to the institution. The estimated cost of the land is $18,400, being a part of an appropriation of $150,000 asked by the School Committee to acquire land and construct the addition.

This matter has been before City Council and the School Committee for more than a year, and has been the subject of several conferences. The opposition to the proposition was for the most part on grounds that a high school building should be erected on the east side of the city rather than to construct an addition to Classical High School.

Other orders adopted included the following:

To take land, construct sewers and a pumping plant on Hamilton Street, to cost $10,000.

To reconstruct Vernon Square, construction cost, $1543; land damage, $1856.

To pave Lincoln Street from Catharine Street to Perkins Street, cost $7167.

Transferring from liquor license fees $1500 to police department and $1500 to assessors' department.

Transferring from unexpended balances $20,000 for street maintenance and $15,000 for street cleaning.

A large number of orders calling for street lights, sewers and extension of water mains were adopted on recommendation of their respective committees.

Among the appointments of Mayor David F. O'Connell, that were confirmed, were these promotions in the police department caused by retirement of older officials; Sergeant Edward C. Fitzpatrick to lieutenant; Patrolmen William J. Ryan and Frederick W. Williams to sergeants.

Mayor O'Connell also submitted a message urging favorable action on his inaugural recommendation relative to the establishment of a municipal market.

The Common Council recommitted the inexpedient-to-act report of the Committee on Finance on the petition of Councilman William H. Nelson for a loan of $10,000 to pave West Boylston Street from Merrill Road to the New England fair grounds. The aldermen, however, adhered to their former action of accepting the report of the committee, and the entire matter went over another meeting.

City Council Meeting, September 23

Following many months of preliminary work, during which plans were drawn and the proposition thoroughly investigated and debated, City Council finally, at this meeting, adopted an order making it possible to proceed with the construction of a tuberculosis hospital on land donated to the city by the late Henry Putnam, adjoining the present Isolation Hospital property.

The estimated cost of the proposed hospital totals $177,500, which includes the building of a central heating and laundry plant for both tuberculosis and isolation hospitals. The present plans of the Tuberculosis Hospital call for an administration building and wards to accommodate fifty-four beds.

Lengthy debates in the Board of Aldermen made the session a long one and prevented the completion of many minor details of business by the lower board.

An attempt was made in the upper board to over-rule the report of inexpedient to act of the Committee on Education, on request of the School Committee to buy land and erect a new schoolhouse on Holmes Street at an expense of $120,000, the building to take the place of the present Cambridge Street buildings. This, however, failed.

Sharp debate was also had on the recommendation of the Committee on Police that the present police force be increased by one deputy chief, two inspectors, one lieutenant, four sergeants and twenty patrolmen. The matter was advanced along to the Committee on Ordinances for further consideration.

Orders were adopted appropriating $3500 to the overseers of the poor, and transferring $2400 from liquor license fees to the account of interest on water loan.

Increases in salary from $1500 to $1800, annually, were voted to Assistant Street Commissioner James C. Blake and Assistant Superintendent of Public Buildings George W. Sherman.

Burton H. Wright, president of the State Mutual Life Assurance Co., was elected by the aldermen as a trustee of City Hospital to succeed the late Charles F. Mann, but complete confirmation of the election had to be postponed as a quorum of the lower board was not present when the action of the aldermen reached the council chamber.

The Common Council failed to concur with the aldermen in accepting a report from the Finance Committee, which had been recommitted to that body, to consider adding twenty-five men to the Worcester fire department. The aldermen accepted the committee report, but the Common Council voted to recommit.

The Common Council also non-concurred on a report of the Finance Committee recommending it inexpedient to act upon a petition of Councilman W. H. Nelson for a loan of $10,000 for paving West Boylston Street. The aldermen accepted the report, the Council voted to return it to committee. The aldermen non-concurred in that movement, and insisted upon its first action in accepting the committee report. The Council insisted, and a Conference Committee was appointed.

The aldermen adopted an order for selling the electrical machinery at West Boylston pumping station, but the Common Council voted to refer the order to the Joint Standing Committee on Water. When the matter went to the aldermen they insisted on former action. The Council also insisted, and a Conference Committee was appointed.

Both the Aldermen and Common Council adjourned for two weeks.

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Editorial Reflections

The Americanization of the World

When the Fourth International Congress of Commerce met in London, England, in 1910, it included in its membership three men from Boston, Mass., members of the Chamber of Commerce of that city who had gone across the seas armed with an invitation to hold the next congress in the New World, in New England, at Boston.

Other cities named their claims, and the returning pilgrims brought back to Boston with them a hearty acceptance of the invitation and the profound conviction that the event of 1912 would be the most important coming together of the nations in the world's history.

Now for two years Boston, through her great trade body, has worked zealously and unremittingly to make wide her borders for the entering in of the races—blood brothers from every people and every clime, from Greenland's icy mountains to India's coral strands.

Neither had she a moment too much time in which to prepare for this modern descent of the Goths and Vandals, who happily come no longer with fire and sword but rather with messages of good will, and whose only devastation in the chivalric days is the devastation wrought round the banquet board.

Every moment of time until the delegates appeared was filled with broad visional endeavor to map out plans calculated to make their stay not only pleasant and profitable but unforgettable.

Boston's newest and most palatial hotel housed the official gathering and many of its most important members, trips were arranged about the city and its suburbs, and finally a 2500-mile tour of the great republic was added as the crowning glory of the occasion.

The details for this particular episode in the history of the Fifth International Congress were largely committed to the hands of Vice-president Edward A. Filene of the International Congress; John H. Fahey, chairman of the Tour Committee; Ex-president George S. Smith of the Chamber; and Robert J. Bottomly, executive secretary. Not only Boston but the entire United States is in debt to these gentlemen and their official associates for the masterly way in which they worked out this stupendous undertaking.

To gather together 400 English speaking persons in two or three special trains, to transport them to ten or a dozen of the major communities of the United States, and to bring them to the port whence they sail to their own lands, all without accident or injury, would be no slight task.

But this is child's play alongside what has actually occurred. The representatives of forty seven different nations, writing and speaking more than seventeen different languages, ninety per cent. of whom knew as little about the New World before they landed in Boston as Christopher Columbus did the day before he landed at San Salvador, were taken by the Boston Chamber of Commerce in a palace train for which they paid $40,000, to Worcester, to Buffalo, to Detroit, to Chicago, to Cincinnati, to Dayton, to Pittsburgh, to Washington, to Philadelphia, to New York, without loss, cost or damages to one of them.

No such tour was ever carried out before. Probably no such tour will ever be carried out again. Beside it Mr. Blaine's great trip of the Pan-American delegates through this country sinks into insignificance. His party, notable as it was, included the great men of but one continent. This party included the great men and women of all continents.

Worcester early appreciated the meaning and the importance of this world gathering within the purlieus of her neighbor city. The Worcester Board of Trade was one of the first commercial organizations in this country to make application to the International Congress for admission to membership. This was a perfectly natural transaction, for the Worcester Board of Trade is one of the few commercial organizations in America that realizes that the development of the modern United States city is no longer along provincial or even national lines, but instead must be generously international. With a cosmopolitan population, perhaps the most cosmopolitan on earth, drawing inspiration and basing ideals very largely on Old World models, alien to ours in thought and deed, it is necessary that Worcester shall keep herself in touch with world thoughts and world movements. Failure to do so accounts for the fiascon in city life achieved by municipalities like Lawrence and San Diego, where neither the civil authorities nor the commercial bodies have sought to work with, rather than against, the immigrant—with revolting disaster.

Not content to simply join itself with the other American and foreign bodies comprising the International Congress the Worcester Board of Trade made application nearly a year ago for the privilege of entertaining the delegates while here. Ambitious as this undertaking was then known to be, its consummation proved to be even greater and more dramatic than had been anticipated. From an initial outlay sufficient to care for 250 visitors this organization was confronted within less than ten days of their actual arrival in this city with the statement that the delegates to Worcester would be 400 strong.

In thirty days this organization, operating through its ordinary office force and only augmented on the day of the visit, was able through its committees and workers to carry to successful completion this perfectly staggering task. It is perhaps too much to say that we did in thirty days what the Boston Chamber of Commerce took two years to perform, but it is not too much to say that inasmuch as we did not know until Wednesday, September 25, the actual number of persons who were coming here on Monday, September 30, and all our preparations up to that time had to be made in the dark, the feat accomplished here ranks well with the Boston achievement.

The visit to Worcester is portrayed elsewhere in detail and needs no repetition here. This is no place for glorification in connection with it. Neither was the visit intended, so far as Worcester was concerned, to be in any sense a deification of the city. Many of the visitors live in more beautiful cities, many live in larger cities, many live in richer cities, but none live in prouder cities.

What Worcester did desire to show, and did show, was a living, breathing example of triumphant democracy, a community where there is a genuine intermingling

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of all the races in a very much truer sense than Boston can show, for example; in a very much truer sense than New York can show.

This and the superiority of our workshops must have struck the visitors forcibly. Accustomed as they are to the broad line of demarcation drawn everywhere abroad between the laborer and the person labored for, they must have been amazed to see the great common ground on which the employer and employee meet here.

May we not hope that the lesson they thus learned on the thirtieth of September in Worcester, Mass., may go back home with them; may we not hope that through the sordid channels of trade itself they may be taught that the mechanic is not a machine but a human soul, and that through the retrospect of years as they gaze back upon this epochal tour there may be forced into their minds the true lesson that the United States teaches —that all men are everywhere, not between the Atlantic and Pacific but on the shores of all the seven seas, free and equal? And further that where their freedom and equality is most truly recognized, there not only liberty but human ingenuity most happily flourishes.

No man can tell where the seed planted in the Heart of the Commonwealth on that fateful day last month will spring up, but when it does bourgeon into flower, whether in India or Tasmania, in Russia or Brazil, it can not fail, if true to type, to mightily contribute to the Americanization of the world.

Albert Wood, M. D.

Widely Known Physician Keenly Interested in Hospital and Civic Work Claimed by Death

Another citizen of this city whose contributions to the public weal can never be computed in dollars and cents was gathered in by the Grim Reaper during the last month. Like many others who preceded him he gave unstintedly of his time, energy and knowledge to the various positions of public trust to which he was elevated by his fellow citizens.

We speak of Dr. Albert Wood, member of this Board, a practicing physician for forty years, standing foremost in the medical fraternity of the citizen, with a record of voluntary and invaluable service in the hospitals of Worcester which will never be forgotten.

He died on September 26, a complication of diseases breaking down a once rugged constitution that had withstood the ravages of time for more than seventy-nine years.

Dr. Albert Wood, B.S., Dartmouth, 1856, was born in Northboro, Feb. 19, 1833. He was the son of Samuel Wood and came from a family of long standing in that part of Worcester County.

After his education was completed he taught school from 1856 to 1859 in several places in this country. He then entered Harvard Medical School, graduating from there in 1862. The Civil War was just at its height, and he immediately went to the front in the capacity of field surgeon, in which he saw rigorous service.

He was assistant surgeon of the Twenty-ninth Massachusetts Volunteers, serving from July, 1862, to August, 1863. He then served as surgeon of the First Massachusetts Cavalry from August, 1863, to November, 1864. At the close of the war he was acting staff surgeon.

After the war he settled in Worcester in 1865 and soon became prominent among its resident physicians. He had not been living in Worcester long before he was made city physician and served for five years. He was surgeon at the City Hospital for ten years, and was one of the trustees at the time of his death, having served in that capacity for upwards of a quarter century. His term of office would have expired in 1916.

For thirteen years prior to 1880 Doctor Wood was treasurer of the Worcester State Hospital, and in 1877

Dr. Albert Wood

he was also made treasurer of the Worcester State Asylum, holding that position for a number of years. In 1874 he became superintendent of the Washburn Dispensary, in which he performed notable service.

He was a trustee of Memorial Hospital, and was for six years a director of the Public Library. He was a member of the State Boards of Health, Lunacy and Charity one year, and was medical director of the State Mutual Life Assurance Company. He was elected to that position, Jan. 15, 1889, and had been a director of the company since Jan. 3, 1883.

Doctor Wood was long surgeon of Geo. H. Ward Post 10, G. A. R., and was interested in its welfare and in all Grand Army matters. He attended many of the Post's occasions. He was a member of the Loyal Legion and a member of the Board of Pension Examiners.

He was affiliated with various medical societies in and near Worcester, and was at one time councillor of the State Medical Society.

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

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Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

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ERNEST P. BENNETT, DANIEL E. DENNY, S. FOSTER H. GOODWIN,
GUSTAF A. BERG, C. HERBERT DEFOSSE, ARTHUR R. HAVEN,
JOHN E. BRADLEY, FRANKLIN B. DURFEE, ALBERT H. INMAN,
EARLE BROWN, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARK N. SKERRETT,
EDWARD M. WOODWARD.

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DANIEL E. DENNY, ALBERT H. INMAN,
EDWARD M. WOODWARD, *ex-officio.*

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Washington Square Improvement: ARTHUR C. COMINS.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON

Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,

of the *Worcester Magazine*, published monthly at Worcester, Mass., required by the Act of August 24, 1912.

Name of	Post Office Address
Editor, Herbert N. Davison,	Worcester, Mass.
Managing Editor, Herbert N. Davison,	Worcester, Mass.
Business Managers, Magazine Committee,	Worcester, Mass.
Publisher, Worcester Board of Trade,	Worcester, Mass.
Owners, Worcester Board of Trade	

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities: None

FRANK S. FAY,
Chairman Worcester Board of Trade Publication Committee.

Sworn to and subscribed before me this second day of October, 1912

EDWARD B. CLAPP,
Justice of the Peace.
(My commission expires Nov. 15, 1913.)

September Directors' Meeting

Officials Resume Sessions After Summer Recess and Lay Preliminary Plans for Fall and Winter Work and Discuss International Congress

The regular meeting of the Board of Directors of the Board of Trade was held Thursday evening, September 12, at eight o'clock. Present were: Edward M. Woodward, president; Albert H. Inman, vice-president; Louis H. Buckley, Arthur C. Comins, Daniel E. Denny, Frank S. Fay, S. F. H. Goodwin, Charles H. Norton, Mark N. Skerrett and Arthur R. Haven.

The president announced that the General committee on the visit of the Fifth International Congress of Chambers of Commerce to this city had appointed various sub-committees to assist it in this work, and it was voted on motion of Mr. Fay that the appointment of these committees be approved by the Board.

A communication was received from Colvin B. Brown, chief of the Department of Domestic Exploitation of the Panama-Pacific International Exposition, San Francisco, 1915, inviting the Worcester Board of Trade to attend the same. It was voted that the directors keep in touch with the arrangements for the exposition, and to notify the exposition authorities of their willingness to receive matter bearing on this subject.

An invitation was received to attend the Twentieth National Irrigation Congress at Salt Lake City, September 30 to October 3, this board being entitled to two representatives at the same. The matter was left to the president with power.

A communication was received from the Railway Business Association of 2 Rector Street, New York, asking for the passage of a resolution of a conservative character with reference to railroad rate regulation. Referred to the Committee on Transportation.

It was voted that the president be empowered to issue credentials to any member of the board desiring to attend the Fourth National Conservation Congress at Indianapolis, October 1, 2, 3 and 4.

Communications under date of August 5 and August 9 from Albert C. Lorion, bearing on railroad matters, were read, and it was voted that they be given publicity in the *Worcester Magazine*. It was also voted that the communication of August 9 be forwarded to the Committee on Transportation.

A communication was received from H. W. Kimball, asking for an opportunity to appear before this board and address its members on the subject of "Savings Bank Life Insurance and its Relation to Capital Labor." Matter referred to the Committee on Meetings and Receptions.

Letter of invitation from Henry T. Wills, secretary of the American Manufacturers Export Association, inviting the attendance of members of this board upon the third annual convention of the same in New York City, September 20 and 21; and appointment of delegates was left to the president.

It was voted that the secretary call the attention of Worcester manufacturers, so far as possible, to a letter from Carl Herzog of Rotterdam, Holland, offering to act as traveling salesman on the continent for $450 a year.

A communication from the Boston Chamber of Commerce, and signed by the secretary, calling the attention to the fact that the Committee on Industrial Relations, with the Boston Chamber, had drawn a bill for dealing with industrial disputes, a printed draft of the same accompanying the communication. Matter was referred to the Committee on Legislation.

With the understanding that it would be necessary to hold another meeting before the visit of the International Congress, the directors adjourned, subject to the call of the Chair.

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Special Meeting of Directors

Hear Final Reports on Visit of Foreign Guests—Action on Hammerstein Opera House Project and Public School Congestion

There was a special meeting of the Board of Directors of the Board of Trade, Wednesday night, September 25, at 8 o'clock. Present were: Edward M. Woodward, president; Mr. Albert H. Inman, Hartley W. Bartlett, Ernest P. Bennett, J. Harvey Curtis, Franklin B. Durfee, Frank S. Fay, Marcus L. Foster, S. Foster H. Goodwin and Charles H. Norton, a quorum.

The reading of the minutes of the last meeting was omitted.

President Woodward briefly sketched the proceedings of the opening day sessions of the International Congress of Chambers of Commerce at Boston on September 24, and the method of entertaining the distinguished foreign guests who were attending the Congress. He also reported progress made by the various committees of the Board of Trade preparing for the visit of the Congress to Worcester on September 30.

Discussion of various details in connection with the reception and entertaining of the delegates followed, during which, on motion of Mr. Foster, the Chair was empowered to appoint a chief of ushers to have charge of seating the guests at the banquet at the State Armory. Motion adopted.

Copies of a proposal from Mr. Oscar Hammerstein of New York City relative to building an opera house in Worcester were distributed and after brief discussion it was voted, on motion of Mr. Norton—

"That this board is profoundly interested in the proposal of Mr. Oscar Hammerstein relative to building an opera house in Worcester, and that a committee be appointed by the president, of such numbers as he may deem best, to consider the proposal of Mr. Hammerstein, and to ascertain what is practicable for furthering the enterprise."

The matter of congestion in the public schools was discussed, after which it was voted that the Committee on Education consider the question of congestion in our public schools and submit their finding to the directors.

Adjourned.

Building Operations for August

	Cost Aug., 1912	Cost Aug., 1911	Per Cent. Gain	Per Cent. Loss
Atlanta	$478,159	$651,717		26
Baltimore	694,304	420,884	64	
Buffalo	900,000	793,000	13	
Cedar Rapids	201,000	185,000	8	
Chicago	8,436,100	26,200,500		67
Cincinnati	1,618,385	1,420,125	13	
Columbus	389,830	535,036		26
Dallas	623,098	202,172	208	
Des Moines	79,475	154,000		48
Detroit	2,497,505	1,668,875	49	
Duluth	207,788	278,910		25
Grand Rapids	200,514	145,550	37	
Harrisburg	77,725	120,575		35
Hartford	514,930	530,095		2
Indianapolis	888,670	642,488	38	
Kansas City	1,016,150	877,170	15	
Manchester	741,712	189,816	296	
Memphis	1,101,595	422,850	160	
Milwaukee	1,026,300	1,027,608		
Minneapolis	1,050,815	1,042,800		
Nashville	146,660	159,706		8
Newark	901,069	1,377,710		34
New Haven	292,735	843,065		65
New Orleans	284,636	267,665	6	
Norfolk	492,276	261,380	88	
New York	18,029,294	11,669,940	54	
Oakland	1,267,779	744,533	70	
Omaha	474,137	404,325	17	
Paterson	135,503	145,177		6
Philadelphia	3,445,935	4,660,185		26
Pittsburgh	1,170,434	1,138,531	3	
Portland	1,094,509	1,733,325		36
Richmond	413,935	228,889	80	
Rochester	1,005,329	849,770	18	
St. Paul	618,774	797,116		22
St. Louis	1,671,951	1,631,519	2	
Salt Lake City	398,835	354,900	12	
Scranton	185,810	107,092	73	
Shreveport	425,888	77,558	448	
Toledo	334,985	574,588		41
Wilkes-Barre	235,679	92,950	153	
Worcester	588,408	549,838	7	
Total	$56,358,616	$66,178,933		14

Worcester Quotations

Furnished by Thompson, Towle & Company Worcester, Mass., Sept. 20, 1912

	Bid	Asked
BANKS.		
Mechanics National Bank	165	
Merchants National Bank	195	200
Worcester National Bank	210	220
Worcester Trust Company	225	
RAILROAD STOCKS.		
Boston & Albany	212 last sale	
Boston & Maine common	95 last sale	
Boston & Worcester Elec. common	9 last sale	
Boston & Worcester Elec. pfd	50	53
Fitchburg preferred	123 last sale	
New England Inv. & Sec. pfd	95	96
New York, New Haven & Hartford	136¼ last sale	
Norwich & Worcester pfd	205 last sale	
Providence & Worcester	280	285
Worcester, Nashua & Rochester	149 last sale	
Worcester Railways & Investment	85	90
INDUSTRIAL STOCKS.		
Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	125	130
Graton & Knight Mfg. pfd	116	118
Norcross Bros. Co. pfd		100
Reed-Prentice common	70	85
Reed-Prentice pfd	101	103
Royal Worcester Corset Co	200	
United States Envelope common	101	103
United States Envelope pfd	117	118
Worcester Gas Light	300	305
Worcester Electric Light	300	
Wright Wire Company common	102	
Wright Wire Company pfd	108	112
BONDS.		
Amer. Writing Paper 1st 5s	90¾ last sale	
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½% basis	
Crompton & Knowles deb. 6s	5% basis	
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1st 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

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September Failures

Five failures, involving liabilities of $18,700 and assets of $5400, occurred in Worcester County in September, according to figures furnished by O. C. Ansley, manager of the Worcester office of the R. G. Dun Co., commercial agency.

The September record in 1911 was five failures, representing liabilities of $24,235 and assets of $6491.

Bankruptcy records for the same month in other recent years are:

1910—Failures, 6; liabilities, $44,444; assets, $6,655.
1909—Failures, 7; liabilities, $38,530; assets, $19,450.
1908—Failures, 10; liabilities, $57,833; assets, $16,537.
1907—Failures, 3; liabilities, $7200; assets $2000.
1906—Failures, 3; liabilities, $19,301; assets, $10,645.

Exhibit of Balances

FRANK E. WILLIAMSON, *City Auditor.*

The monthly statement of the city auditor to September 1 shows the net debt of the city to be $8,212,190.63, an increase of $611,587.28 over the same period of the year in 1911.

Loans authorized to date total $691,000 for the year.

Bonds maturing in 1912 total $546,000.

Draft for August bills amounted to $366,569.35.

Total amount expended on fiscal year to September 1, $3,467,392.41.

Balances unexpended, $1,571,547.41.

Post Office Receipts

The receipts of the Worcester post office for the month ending September 30 showed an increase of $2569.04 over the corresponding period in 1911.

According to figures supplied by Postmaster James W. Hunt the sales in September totaled $39,578.33, against $37,009.29 in September, 1911.

Current Events

General

Sept. 2. Rev. Dr. Lewis Gouverneur Morris, Los Angeles, Cal., accepts call to be rector of All Saints Episcopal Church.

Survivors of Thirty-sixth Regiment, Massachusetts Volunteers, celebrate fiftieth anniversary of day they left camp for Civil War.

4. Cornerstone of Beaven Hall, new addition to Holy Cross College, laid with Governor Eugene N. Foss in attendance.

5. Annual fall banquet of Massachusetts General Agency of Provident Life and Trust Co.

New England Fair closes with total attendence of 80,000, despite two days of unfavorable weather.

10. Reports received to effect that expedition under leadership of Mrs. Fanny Bullock Workman of this city has completed exploration of Seachen Glacier in Central Asia.

11. Forty-seventh annual reunion of Twenty-fifth Massachusetts Regiment in Horticultural Hall, Major M. B. Bessey elected president.

14. President William H. Taft given non-partisan reception by 30,000 Worcester people on eve of his fifty-fifth birthday.

15. Twelve firemen overcome by smoke in fire that does $15,000 damage to building and stock of S. Scheuer & Co.'s market, 158 Front Street.

17. John W. Piper, Houlton, Me., Aroostock County, secretary of the boys' work department, elected secretary of the boys' work department of the Worcester Y. M. C. A.

20. Mrs. Jennie Wilson re-elected president of Worcester W. C. T. U. at annual meeting.

23. Fifth International Congress of Chambers of Commerce opens in Boston with more than 500 foreign delegates present.

24. New Granite Street extension of Consolidated Street Railway opens for traffic.

30. Fifty-fifth Annual Music Festival opens with public rehearsal before large crowd.

City Affairs

4. Trade School for Boys reopens with fifty new pupils, and Girls' Trade School opens with 120 registered in all classes.

6. Report of Scavenger Department for August shows a net profit of $410.88.

Committee on Sewers recommends orders calling for sewer construction at estimated cost of $25,000.

Committee on Disposal of House Offal meets and recommends to City Council that extension of time be given to further consider the matter.

9. Public schools reopen with largest registration in history of city.

Dr. Joseph A. Smith named registrar of voters to succeed the late Richard Mathews, but confirmation is held up by aldermen.

School Committee resumes sessions, making necessary appointments and transfer of teachers.

Sycamore Street school designated as temporary high school to take care of additional high school pupils.

12. Annual inspection of Sewer Department by members of City Council.

14. Prize Exhibit of Home Industries of Public Schools competing for the David H. Fanning prizes closes in Mechanics Hall.

16. Board of Aldermen view proposed widening of Park Street and other projects under consideration.

17. Committees on Finance and Public Buildings recommend order for $177,000 for construction of tuberculosis hospital.

Finance Committee votes against order to increase number of permanent firemen by twenty-five.

19. F. W. Mark enjoined from transferring Lincoln Theatre property to S. Z. Poli.

21. Worcester City Council entertained in Springfield by Springfield officials.

24. Mayor orders arrest of all drivers of automobiles running down people in Worcester streets.

26. Water Committee recommends fourteen orders calling for installation of new pipe lines to cost $3953.

30. Delegates of Fifth International Congress of Chambers of Commerce guests of Board of Trade and city of Worcester.

Industrial

Sept. 2. New cold storage law, compelling dealers to hang signs notifying customers of goods kept in this manner, goes into effect.

Two thousand members of labor unions march in annual Labor Day parade.

9. Annual meeting of Reed Foundry Co. Mutual Relief Association, at which William A. Kennedy is elected president, and reports show most successful year in history.

10. O'Connell Real Estate Co. buys Highland Military Academy property for development purposes.

11. Annual meeting of Worcester Gas Light Co. shows year to be greatest in its history, 821,646,000 cubic feet of gas in use.

16. J. Stewart Brown elected president of Five Cents Savings Bank, to succeed the late Henry M. Witter.

18. Directors of Worcester Electric Light Co. recommend increasing of capital stock from $800,000 to $1,000,000.

Nearly 200 freshmen enroll at Worcester Polytechnic Institute.

23. Fiske-Carter Co. gets contract to build thirty cottages for operatives of Toxaway Mills, Anderson, S. C.

24. Eastern Bridge & Structural Co. awarded contract for steel work of new Ellsworth building, Front Street.

Necrology

Sept. 3. Of heart disease, at his home, 323 Pleasant Street, Dr. Augustus Sargent Bolster, practicing physician, aged 45 years and 6 months.

8. Of apoplexy, at his home, 26 Townsend Street, Frank F. Burbank, ex-fireman and patrolman, aged 60 years, 1 month and 9 days.

10. Of pneumonia, at his home, Hadwen Lane, Henry M. Witter, president of Worcester Five Cents Savings Bank, aged 82 years, 5 months and 14 days.

12. Of heart disease, at his home, 3 Lowell Street, Rev. Rufus M. Taft, acting pastor of Church of the Covenant and general missionary for the Massachusetts Home Missionary Society, aged 69 years, 11 months and 29 days.

15. Of heart disease, at his home, 33 William Street, Edward J. Sartelle, actuary for State Mutual Life Assurance Co., aged 55 years, 4 months and 5 days.

18. Of heart disease, at Intervale, N. H., Rev. Dr. Daniel Merriman, pastor emeritus of Central Church and president of Worcester Art Museum, aged 73 years, 9 months and 15 days.

26. Of a complication of diseases, at his home, 71 Pleasant Street, Dr. Albert Wood, physician and public servant, aged 79 years, 7 months and 7 days.

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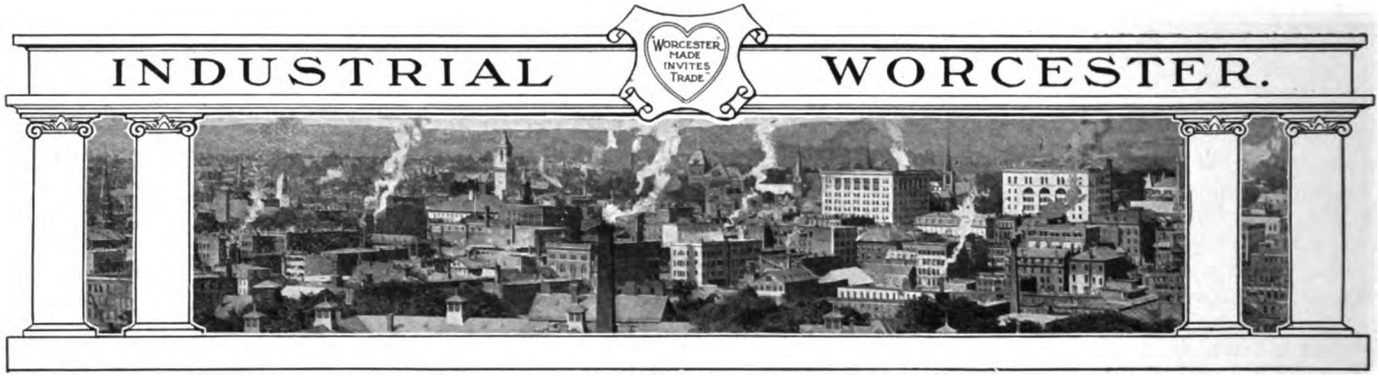


The Worcester Sand-Lime Brick Company

A little over eleven months ago two men stepped off an express train at Union Station. They were well dressed, energetic, and had all the ear marks of the successful business man. That they were strangers to the city of Worcester was apparent, for they bowed neither to the right nor to the left to groups of Worcester business men, well known in all parts of the city, who happened to be at the station platform waiting for a train.

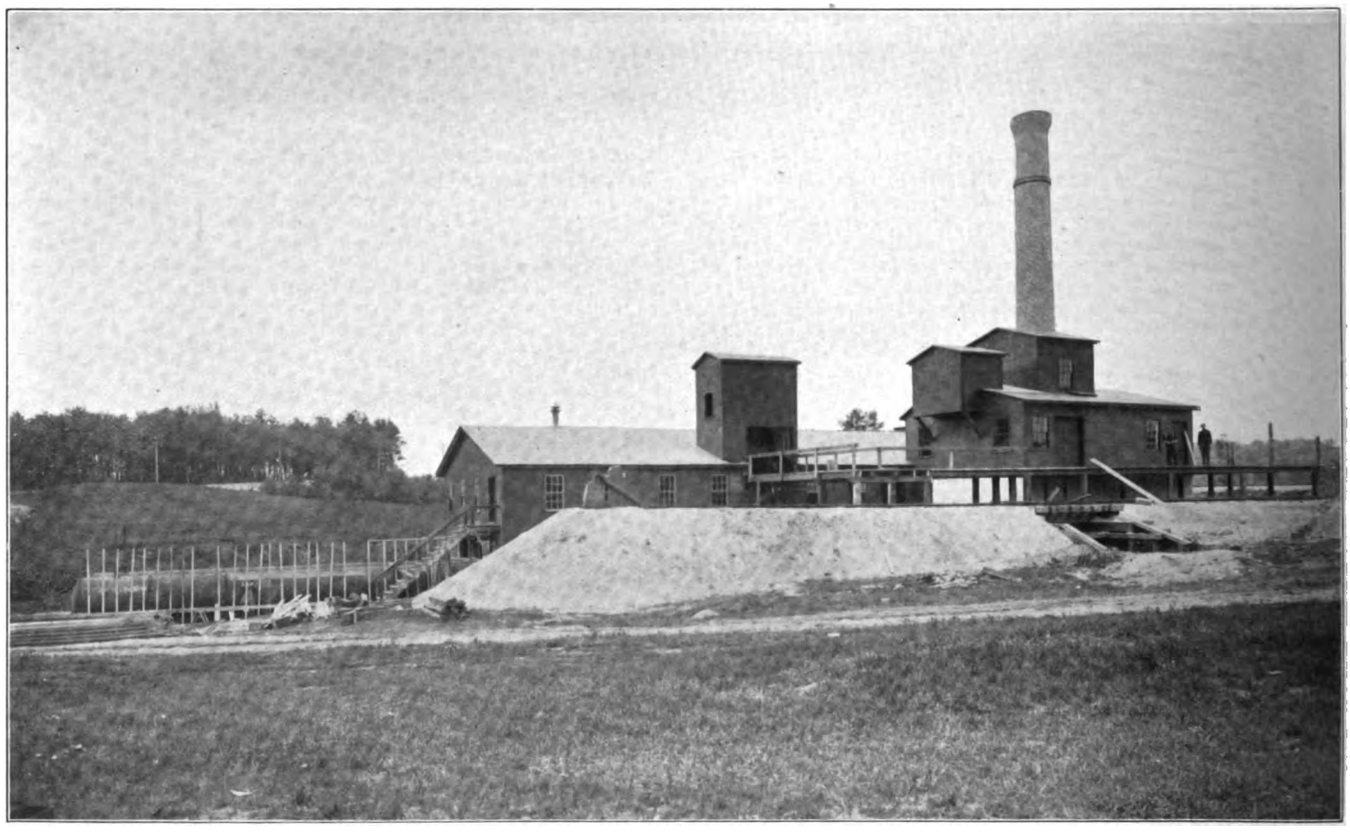
These two men were Frank H. Hunter and D. E. Rogers of Hartford, Conn., vice-president and treasurer, respectively, of the Connecticut Engineering & Construction Co. Both were well known in their own community and among business associates of their own and other states, but on that day they were without an acquaintance in this city and had with them as their single credential a letter of introduction from banking men of Hartford to bankers in Worcester.

They did, however, possess a real valuable piece of knowledge about Worcester, something if it did not make them permanent residents of the city would at least tie them up to this thriving community as adopted sons for some months every year thereafter. That knowledge, which by the way they have since imparted and claim has been confirmed by Worcester business men, can be summed up in a single sentence—Worcester presented an unusually attractive field for the establishment of an extensive plant for the manufacture of brick.

They were so certain of that one particular that they sought no personal letter of introduction to the mass of business interests of the city. They had experts go over the field thoroughly before they decided to locate here. They knew that millions of brick were being shipped into Worcester annually. They had ascertained that there was not a real large brick making plant within forty miles of the Heart of the Commonwealth, and from previous experience they reasoned that Worcester builders would prefer to buy their brick in the home market, rather than pay the extra charges of freight shipments which they had faced in years gone by. Furthermore, they were going to make the comparatively new process product—the sand-lime brick—which they claim has many superior qualities over the old-fashioned product commonly known as "red brick."

With these various facts at their command, and possessed of an abundance of New England grit and perseverance, they commenced the task of picking a suitable site for a plant, and organizing a sand-lime brick company here in Worcester.

How well they succeeded is apparent, for there stands to-day, ready for business, on the site of the old Warren Tannery at West Auburn, six miles from City Hall, a modern brick making plant,



EXTERIOR OF PLANT, LOOKING SOUTH, SHOWING SIDING AND LOADING PLATFORM

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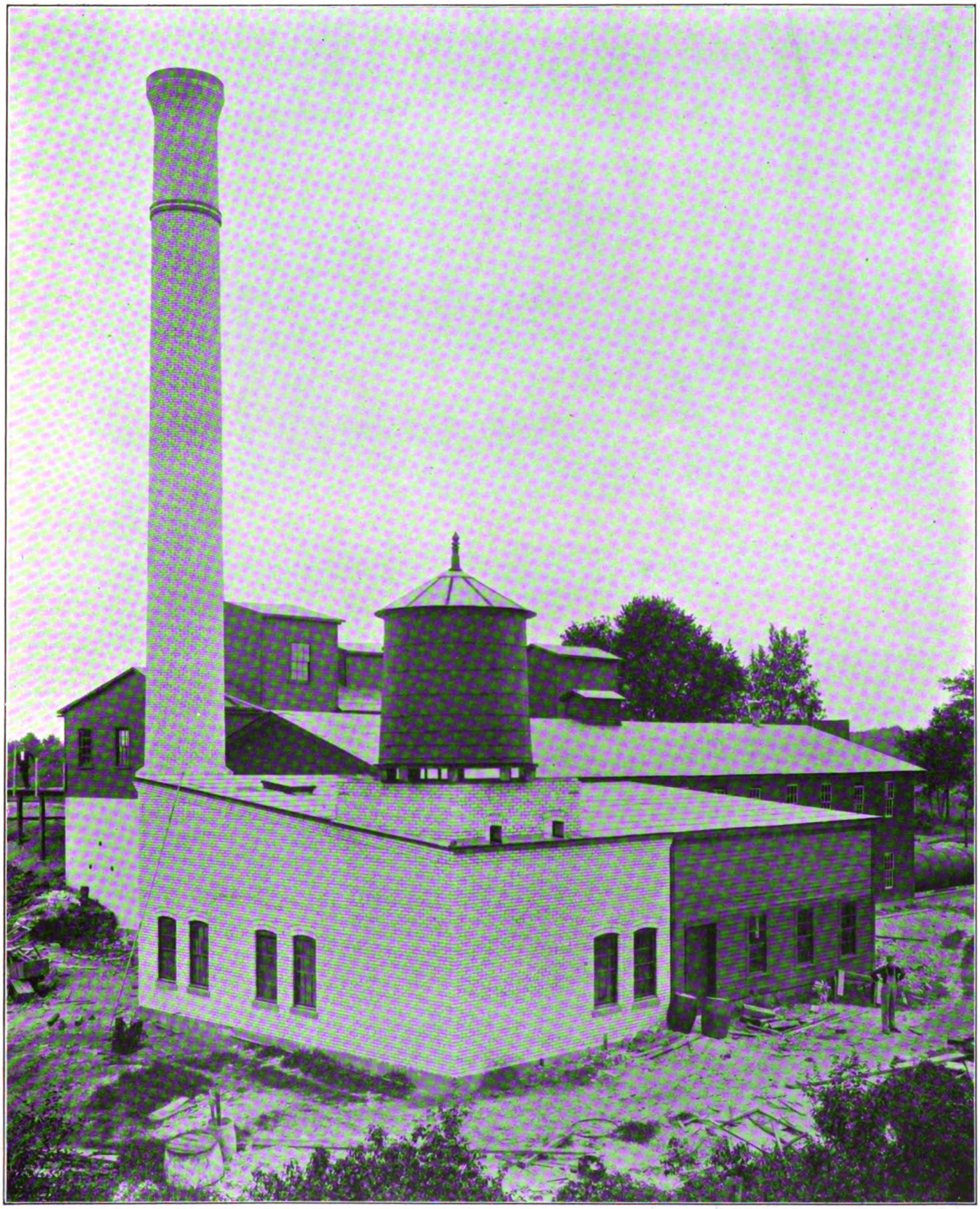

THE PLANT FROM THE RAILROAD SHOWING BOILER AND ENGINE HOUSE AND STACK

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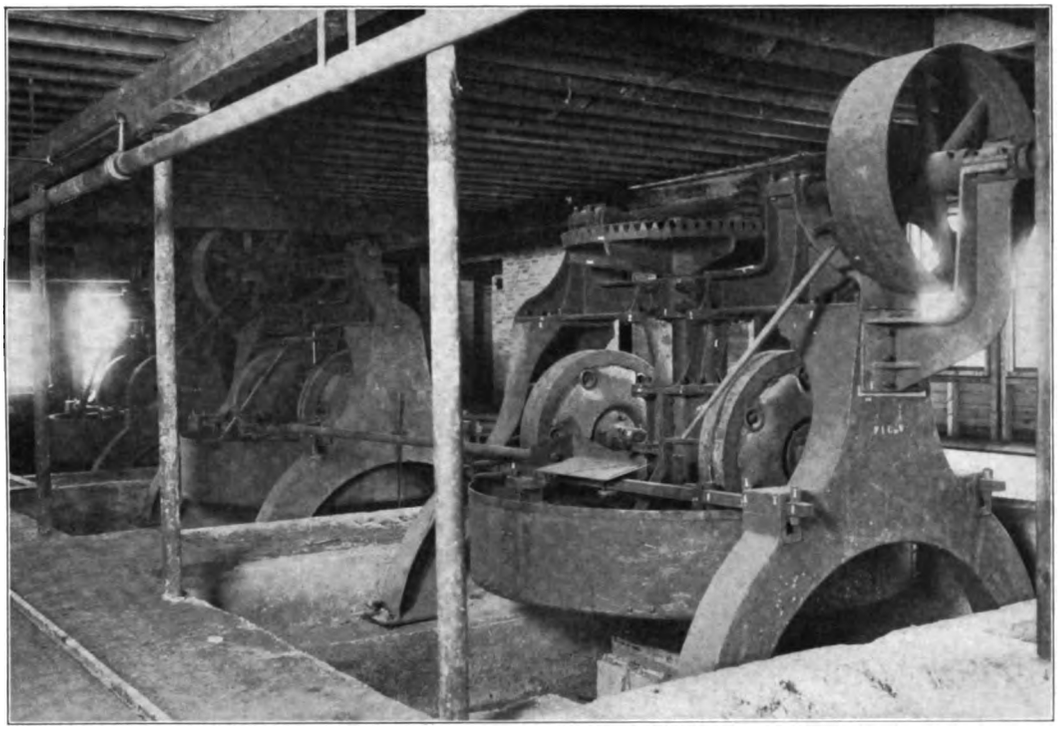

THE MASSIVE MIXING MACHINES

with a capacity of 40,000 bricks in ten hours, representing an initial outlay of more than $60,000, and back of which is a $150,000 Massachusetts corporation, The Worcester Sand-Lime Brick Company, a majority of whose stockholders and officers are Worcester business men.

This, in brief, is the history of the organizing of the Worcester Sand-Lime Brick Company and, while many of the details would provide interesting reading if space permitted, the picking of the Warren Tannery and adjacent property as a site is too interesting to let go by without telling the whole story.

It sounds a lot like a tale of the Forty-Niners and prospecting in the days of the gold craze in the West, and Mr. Hunter and Mr. Rogers attribute what they term their "luckiest strike" to the same goddess of fortune which directed the grizzled miners to a California bonanza. It came a few weeks after they had located and got acquainted in Worcester, and at the close of a day of travel about the surrounding country, looking over possible sites with an abundance of sand, which had been suggested to them by Worcester men who knew the country for miles around Worcester. None of the sites, however, had been entirely satisfactory. Some had possessed the necessary quality of sand but were too far removed from a main highway or railroad. Others better situated did not show the proper quality of sand.

Returning to Worcester on the Worcester & Southbridge branch of the Consolidated Street Railway the two prospectors happened to note the Warren Tannery as the electric car went over the high railroad bridge a few hundred feet away. From the conductor they learned that the tannery had ceased business, and out of curiosity more than anything else they alighted at the nearest stop and proceeded to look over the property. Naturally, the first thing they sought was sand, and they found it. It was there in such quantity that they couldn't miss it. Everywhere sods had been removed the sand was ankle deep and of that clean kind which showed, even without analysis, a high percentage of silica, a fundamental factor in the manufacture of sand-lime brick.

The next morning, bright and early, the two prospectors went over the ground again, taking samples here and there in the many acres about the old tannery. Prying under sod and tangled growths they found it in abundance, entirely free from clay and to their trained eyes fairly reeking with silicate.

Tests of their samples more than confirmed their predictions. The sand averaged 97 per cent. silicate, the best analysis encountered in New England, and almost without precedent in the East. It was absolutely ideal for the purpose.

Further tests, all made quietly, by the way, showed the sand to run 30 feet deep in many places about the property, deposits which began back thousands of years ago when the glaciated area of this globe commenced to recede toward the Arctic Circles.

The quality of the sand alone would have been enough to have decided the experts on the Warren Tannery location, but with the property bounded on one side by the Webster branch of the Boston & Albany Railroad, on another by a street railway line, and still another side by a State highway direct to the city of Worcester six miles away, a substantial factory building already on the site, and a brook for a water supply which has never run dry, going through the property, it was their "luckiest strike."

To find such a valuable bit of property adapted for their own business was one thing. To tie it up with options was another—a bit of work which called to the limit their past experience and business ability. They succeeded in doing it in an incredibly short time. It was a matter of days instead of weeks when they had seven owners of adjoining property in the neighborhood agreed to the disposal of their long unproductive farm and scrub growth land at an excellent price for such common looking property, but for sand-lime brick purposes the price was extremely reasonable. The promoters of the business didn't wait to raise enough subscriptions in Worcester to enable them to pay spot cash for the property. Long before the options expired they had purchased, in the name of the Worcester Sand-Lime Brick Company, the twenty-five acres they had bound up, with cold cash. They took the risk of the enterprise's falling through, though neither of them called it a risk nor entertained any fear of losing their greenbacks.

From that time on the proposed business went steadily forward. Mr. Rogers devoted his time to financing the enterprise, meeting with favor among business men of Worcester and surrounding towns; while Mr. Hunter confined his efforts to the actual work of laying plans for the proposed plant and the thousand and one details attending. Six months after the tests were made the proposition was taken before the directors of this board and endorsed.

By settling on the policy of making the corporation a purely local one the promoters got the co-operation they sought, with the result that with the exception of Mr. Hunter the entire directorate is made up of local men, as the following list will show: President, Marcus L. Foster, President of the Stone & Foster Lumber Co.; vice-president and treasurer, F. Lincoln Powers, president of the F. E. Powers Co.; directors, Frank H. Hunter, Hartford, Conn.; Charles Firth, agent of the Boston & Albany Railroad Co.; Lyman F. Gordon, president of Wyman & Gordon Co.; Edward J. Cross, president of E. J. Cross & Co.; Robert L. Prentice, real estate; and A. B. Davidson, president of the Leicester Savings Bank.

As pay for their services and work in connection with the organizing of the corporation and preparation for business the Connecticut Engineering & Construction Co. received the contract for the remodelling and equipping of the Tannery property, and a nominal number of shares of common stock, whose voting power is represented in the directorate by Mr. Hunter alone.

Before giving any detailed description of the new plant and new industry for Worcester a brief history of sand-lime brick is essential. The product was introduced in this country from Germany about eighteen years ago. It had stood the test of a century in that country and, according to reports, it is in general use. Since that time the industry has been growing rapidly in this country and Canada, the first plants being established in the Middle West and rapidly extending throughout the country.

The sand-lime brick resembles Indiana sand-stone, and is claimed to be, to a certain extent, a reproduction of nature's own process. Its principal difference, however, is that it has no seams or laminations.

The Government's definition of the product, prepared by S. V. Peppel and published at the Government Printing Office, is contained in this summary:

"Sand-lime brick or sand brick, or the 'Kalksandstein' of the Germans, consists of sand particles which are bound together by a

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network of calcium silicate, or calcium-magnesium silicate, or calcium-hydro silicate that has been formed by the action of steam under pressure upon a mixture of sand or granular silicate and lime; this lime may be either a high calcium lime or a magnesium lime which has been hydrated prior to the time when the mixture is moulded into the desired form. The formation of this calcium-silicate bond is just as distinct a chemical reaction as fusion, and the result is the production of a mass in many ways similar to that produced in the dry-press brick when it is burned."

"Sand and lime hardened by the action of steam under pressure form a bond of calcium silicate which combines particle with particle by extracting enough silicate from each to satisfy the chemical affinities of the hydrated lime."

Producers of building material, like other commodities, have their arguments in favor of their own particular product over others, and the Worcester Sand-Lime Brick Company is no exception to the rule. To attempt to enumerate all of them would be a violation of the rules governing matter printed in the industrial section of the *Worcester Magazine*, but among the important claims made in favor of the sand-lime brick over the common clay brick are: its color, strength, fire resistent properties and the general uniformity in size and shape of each brick. The claim is made that the sand-lime brick will withstand a heat test of 3000 degrees with the only apparent damage to the cube after 96 hours in a kiln being a slight discoloration, thereby making it an excellent fire brick. Equal claim is made, on the other hand, of its resistent-to-climatic changes. The ease with which the brick can be produced in any color desired by the addition of a harmless chemical is also considered another argument in its favor.

The plant of the Worcester company is considered among the best arranged and equipped in the East. It consists of a main factory building of frame construction, 35 feet by 95 feet, two stories high; a sand screening and lime hydrating plant, 25 feet by 30 feet, three stories high, of frame and brick construction; a power house, 50 feet by 30 feet, of brick and frame construction; and a sand-lime brick stack, 85 feet high with a 42-inch flue.

A siding from the Webster branch of the Boston & Albany Railroad, 900 feet long, connects the factory with the railroad, drawing up to a newly constructed and substantial loading platform which extends nearly 200 feet on the northerly side of the building.

The arrangement of the various departments of the plant as worked out under the personal supervision of Mr. Hunter is said to contain the good features of a half-dozen similar plants erected by the company in as many years. Every department and every machine has been so located that the operation of the making of the brick is a continuous one without any unnecessary handling or moving of the product. From the time the sand is screened, the lime hydrated and the mixture set to churning in the huge mixers the operation is continuous until the finished product appears.

To affect this arrangement meant the complete remodeling and rebuilding of the Tannery building proper, laying of concrete floors and the installation of steel and concrete girders.

Mining of the sand is to begin less than ten feet from the northerly side of the building, on a level with the ground floor of the plant. The cars will be run to the huge bank of sand from tracks which extend from the building. When filled they are returned to the building, transferred to an elevator and carried to the second floor, where the sand is screened and allowed to pour down into the huge mixing machines. The lime hydrating plant is close by on the second floor, on a level with the loading platform. When the lime is unloaded in barrels it is rolled into the plant directly over two absolutely fireproof lime silos of solid concrete, each with a capacity of a carload of lime. The two huge concrete vats enable the company to have a carload of lime completing hydration while the contents of the other is being used. The hydrated lime is removed to the silo on the ground floor, within five feet of the mixing machines. This particular building of the plant is entirely new, and was designed under Mr. Hunter's personal supervision.

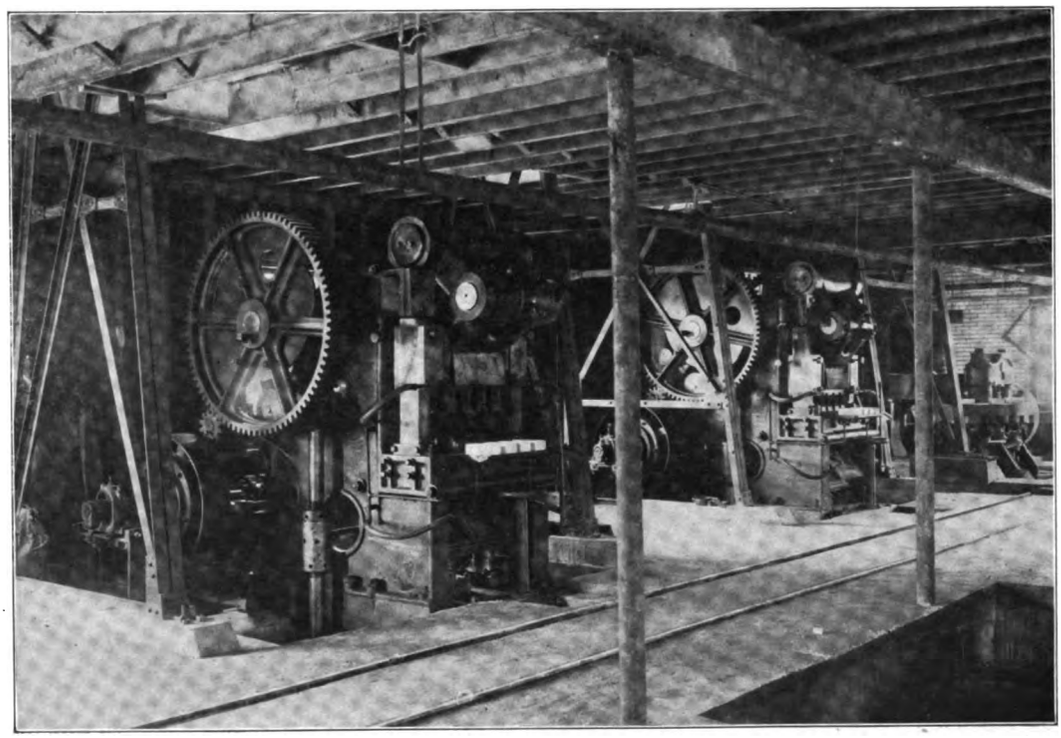
All of the brick making machinery is located on this ground floor of the plant, resting on a foundation of concrete flooring from eighteen inches to six feet in thickness. All of the machinery is the latest of its kind which has been produced, and was obtained from the American Clay Machinery Co. of Bucyrus and Willoughby, Ohio, the largest manufacturers of brick making machinery in the world.

Lined up on one side are three huge mixing machines, massive structures which churn the sand and lime together much after the manner of kneading bread. Directly across an aisle, left vacant to permit the passage of hand cars on tracks, are located the brick pressing machines, two with a capacity of 20,000 bricks each in ten hours, and a third for high-grade facing brick, which has a capacity of 14,000 bricks in a similar period.

As fast as the mixture is completed it is transferred directly into the presses, and the bricks are turned out in a continuous stream to be loaded on the small cars standing on the tracks, an arm's length away. When the cars are filled they are propelled away on the tracks directly into massive hardening cylinders, where the final or "cooking" process takes place. Two of these cylinders have been installed, each with a capacity of 20,000 bricks. They are each 72 feet long and 6 feet in diameter, weighing thirty tons each. They are equipped with rails, so that the cars when rolled in can remain in the cylinders while the bricks are hardened. This so-called "cooking" process is caused by filling the cylinders with live steam after sealing the opening and allowing the process to continue for ten hours. Some idea of the pressure brought to bear on these cylinders during this process may be secured from the fact that these massive pieces of work expand some three inches every time a batch of brick is hardening.

These cylinders are sealed at the close of work each night and at 4 o'clock the following morning the watchman blows off the steam, so that the cylinders can cool in time for the workmen to unload them when they arrive in the morning. This is simply done by pushing the cars out, and either taking them upstairs on the elevator and directly into waiting freight cars, or transferring them out of doors to be piled in the yard to await wagon or automobile shipment.

The power plant of the factory is thoroughly modern and of sufficient capacity to provide for future growth. The boiler room, made of sand-lime brick, is as near fireproof as is possible to make it, and as an additional precaution it is separated from the main



THE BRICK PRESSES EACH WITH A CAPACITY OF 20,000 DAILY

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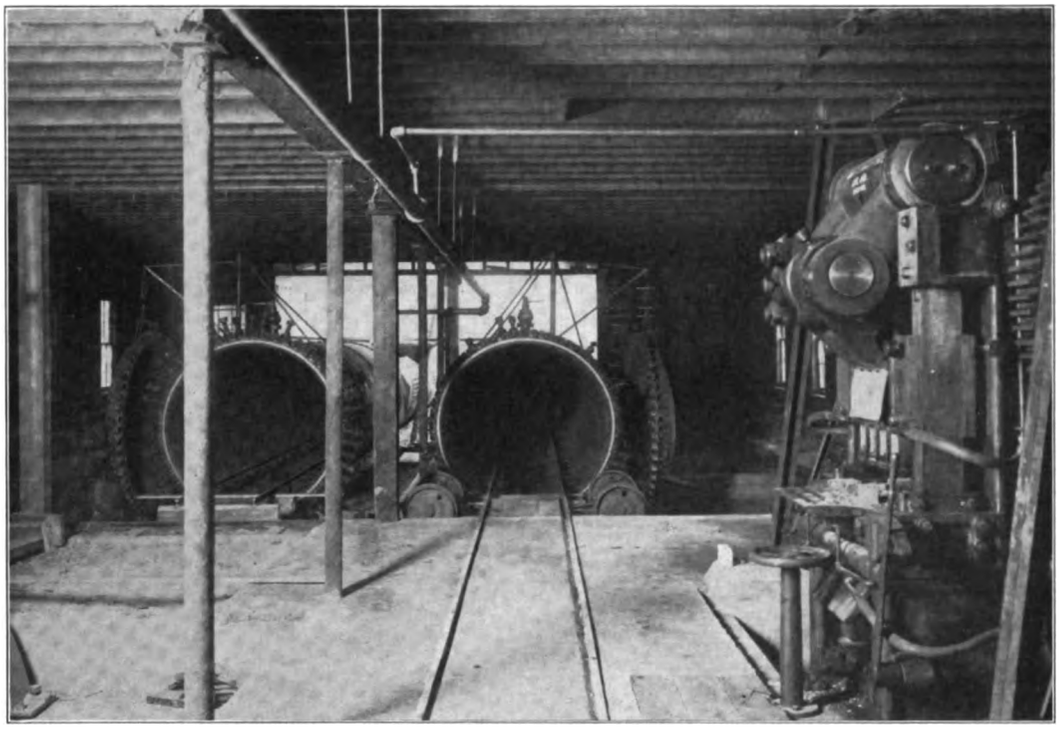
factory building by a fire-wall of sufficient thickness to stand in any emergency. The equipment in the boiler room consists of two 150-horse power Stewart boilers. Apparently the company has faith in its product for fire brick purposes for both of the huge boilers are walled and lined with sand-lime brick. In this room is also located a water gauge which connects with a water reservoir on the roof of the building and which registers to a gallon the amount of water on hand. This reservoir is fed from the company's brook, which passes close to the boiler room, by means of a modern power pump.

Adjoining the boiler room is the engine room, cut off by another fire-wall, faced with the highest grade brick produced under the sand-lime process. This room is encased in hard pine, finished in the natural wood. One of the latest type Fitchburg engines of 175-horse power has been installed and tested. Here is also located the pumping plant of the factory, consisting of two Blake pumps, each of sufficient daily capacity to serve the wants of a sand-lime brick factory half again the size of the present one. It is intended to have one of these pumps in reserve at all times, so that if one breaks down the other will be ready for business at an instant's notice.

The gauges and recording devices of the hardening cylinders are set up here, the delicate mechanism showing the night engineer at a glance the amount of steam and pressure in each cylinder, and at the same time tracing a complete hourly record for the ten hours, which can be removed and read the following day.



Looking into the Huge Hardening Cylinders

The transmission of the plant is considered ideal. The main drive consists of a 79-foot belt running from the engine fly wheel to the second floor of the main building, where it connects with the shafting of the brick making machinery of the floor beneath.

According to the present plans of the company the plant will be started at practically its full capacity. Already it claims to have many sizable orders on its book, all of which came unsolicited and asking for early delivery of brick. The admirable location of the plant, the officials point out, will enable the firm to ship at a minimum cost to other towns and cities, and compete there with local brick making concerns. If necessary three shipments in carload lots can be made daily from the factory over the Webster branch of the Boston & Albany Railroad.

For local delivery it is proposed to use heavy automobile trucks which will enable the company to unload bricks in Worcester for $1 per thousand against a delivery charge of from $1.90 to $2.25 which it costs for brick delivered on the cars in this city.

The company is also looking forward to the time when the electric freight will be an accepted fact in and about Worcester. This will open another excellent transportation facility for the Worcester & Southbridge branch of the Consolidated system on the easterly boundary of the property, and affords all kinds of opportunities for side track facilities.

The Prevention of a Vocational Disease

Under title of "Natural Grindstone vs. Artificial Wheel," in a current number of *Grits and Grinds*, George N. Jeppson, superintendent of The Norton Company, discusses at length the study of vocational disease and its prevention, particularly as it affects the grinding wheel industry.

Concerning the subject Superintendent Jeppson says in part:

"Vocational disease, as well as its prevention, is receiving the attention of the industrial world to a greater degree than ever before, both on the part of the worker and the employer of labor. Both sides realize that life can be conserved, and that carelessness in respect to safety appliances and conditions that menace the health and life of men society, will not tolerate. We note that so-called Employers' Liability Acts are being passed in every state, and that the hazard of a business will be part of the cost of the goods manufactured which, in theory, will be paid for by the consumer.

"Accident prevention devices will be used to bring down this hazard so as to make this cost to the business as low as possible.

"It is only a question of time when occupational diseases, such as are prevalent in the chemical industries, stone quarries and other dust producing occupations, will, by legislative act, be made a part of the cost of doing business.

"Tuberculosis has become a very familiar word in our vocabulary due to the great crusade against it in the last decade, and now the people of every land recognize the conditions which are most conducive to this disease and realize that it is contagious and that a careful treatment is required if the patient would be cured. The mortality of this disease among grinders on the natural stone is frightful. 'Grinders' rot,' 'grinders' asthma' and 'grinders' consumption' are very familiar terms among the industries using grindstones.

"Statistics from the recently closed International Hygiene Exhibition in Dresden gave the mortality in the grinding trades of Sheffield, England, during the years 1901 to 1909 and showed that the death rate among grinders, due to phthisis or tuberculosis and respiratory diseases, runs as high as 35 per cent. in some trades and that the average for all males in this district runs in these diseases about 6 per cent.

* * * * *

"The skeptic asks why the dust from the modern grinding wheel is not as dangerous to the health as that from the grindstone.

"First: The life of the grinding wheel is from 11 to 15 times that of the natural stone. It comes to the user in truth so that it need not be raced into shape. It is at once proven that we have a much less volume of dust to handle than if we use a natural wheel of the same dimensions.

"Second: The application of the modern wheel permits the use of a relatively small wheel, consequently it is more practical to give the operator better protection by dust exhausters and water hoods.

"Third: Dust from all abrasives from which these modern wheels are made does not affect the lungs and does not cause bronchial troubles. A most thorough medical examination of more than 600 employees of Norton Company revealed only four cases of tuberculosis. The history of these showed that the disease was contracted outside the works and among men who had been in the employ of the Company but a comparatively short time.

"In conclusion, it is fair, then, to note that an advance has been made towards stopping the death toll of a trade, the mention of which has made those familiar with its statistics shudder, and it can be truly said that the grinder of the future in the well heated and ventilated work room and with the modern grinding wheel of to-day will be as far from occupational disease as the farmer who tills the soil, or any other worker in the most healthful environment."

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Osgood Bradley Car Company

Worcester, Massachusetts

John E. Bradley, *President*

New York Office, 170 Broadway

A portion of the Long Island Motor Parkway under construction

HASSAM
Compressed Concrete
PAVEMENT

Long Island Motor Parkway
Laid by the Hassam Paving Company

Laying Reinforced Concrete Pavement by the Hassam Paving Process

The superiority of Hassam Pavement for automobiles has been thoroughly and satisfactorily demonstrated on the Long Island Motor Parkway, a course of international reputation.

Additions to the original ten miles make a continuous Hassam Pavement extending 36.3 miles.

HASSAM PAVING COMPANY

WORCESTER
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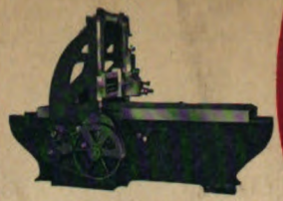

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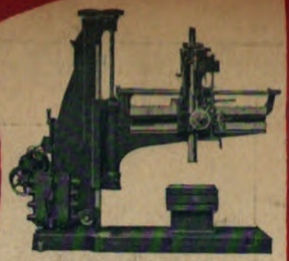

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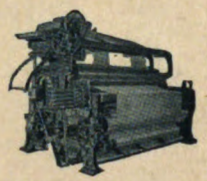

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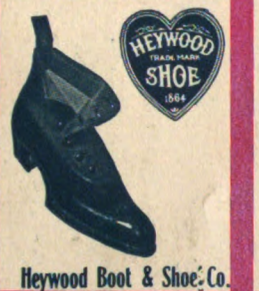

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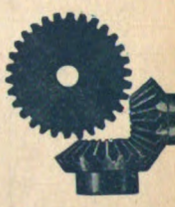

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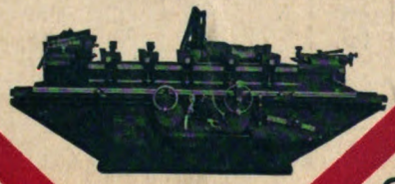

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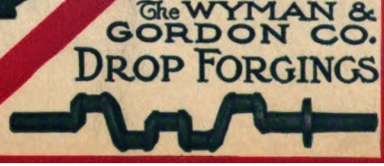

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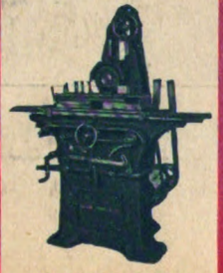

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The
WORCESTER MAGAZINE
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MESSAGE TO WORCESTER

From President of International Chambers of Commerce

on Eve of Departure from America of Delegates to Fifth International Congress:

New York, October 21, 1912

Worcester Board of Trade
Worcester, Mass.

Before crossing the Atlantic we feel it a duty and a pleasure to send you this message on behalf of all members of our successful congress to confirm again our most courteous thanks for your generous and heartfelt co-operation. Your splendid and cordial reception will never be forgotten, and will do much to strengthen friendly international relations. We add best wishes for your everlasting prosperity.

(Signed)

CANON-LEGRAND, *President*
EMILE JOTTRAND, *Secretary*
MONS, BELGIUM

NOVEMBER, 1912

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The WORCESTER MAGAZINE

The Centenary of an Institution Internationally Famous

With the President of the United States, the Eloquent Lodge, Ambassadors of Foreign Countries and a Host of Lesser Dignitaries Proclaiming Its Virtues, the American Antiquarian Society Fittingly Observes the Culmination of a Hundred Years of Prosperity and Incalculable Usefulness

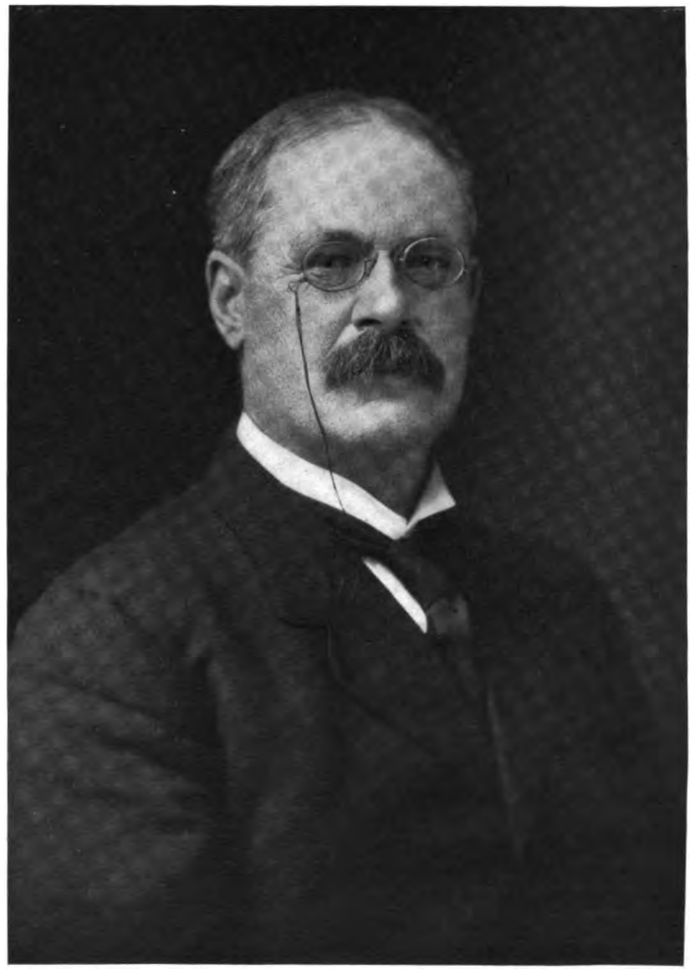
TWICE within scarcely as many weeks Worcester has commanded the attention of the universe. Each occasion separate and distinct in purpose from the other, yet alike in bringing the name of the Heart of the Commonwealth first and foremost before the eyes of the world, and forming a striking example of the boast of this city that culture and education flourishes pre-eminent amid the commercial civilization within her boundaries, which has existed so many years.

The first occasion has already been exploited in these pages, the visit of the delegates to the Fifth International Congress of Chambers of Commerce on September 30, and to the second we now give, in a measure, the publicity it deserves—the one hundredth anniversary of the American Antiquarian Society, observed on October 16 with exercises and ceremonies as impressive and dignified as befitted an occasion so important in the field of historical research work.

Where, a month ago, we ventured the claim that never before had Worcester seen so many business interests of the world centered in the Heart of the Commonwealth at one time, to-day we venture that same claim in connection with this anniversary, with a single substitution, "men of letters, historians and educators," for "business interests."

In addition to these the society was honored by the presence of the chief executive of this nation, President William Howard Taft; Rt. Hon. James Bryce, ambassador plenipotentiary and extraordinary of Great Britain; Senor Federico Alfonso Pezet, minister from Peru; Sen. Henry Cabot Lodge, and a host of lesser dignitaries, to testify to the worth of the institution which had weathered all storms and attained its pedestal of fame at the topmost peak in the realm of historical institutions of the world from a humble beginning in this community.

While the American Antiquarian Society is peculiarly the child of Isaiah Thomas, that justly famous provincial printer and book binder, and the selection of Worcester as a site for its future home a result of the troublesome period during the early part of the last century, the worth of the choice has been clearly evident for many years. It reached its greatest height during the past year, when, finally settled in its new and imposing home on Salisbury Street, it found a safe and convenient home for its priceless collection of a half-million books, letters, imprints and newspapers, dating back to the beginning of English civilization in America.



MR. WALDO LINCOLN
President American Antiquarian Society

A volume, almost, might be written by way of introduction to the anniversary exercises, and almost as much more on the tireless work of President Waldo Lincoln, Librarian Clarence S. Brigham, and their associates, in planning the details of the observance, but in the comparatively limited space at our command it becomes necessary to launch at once into the activities of the observance—which extended over a period of twenty-

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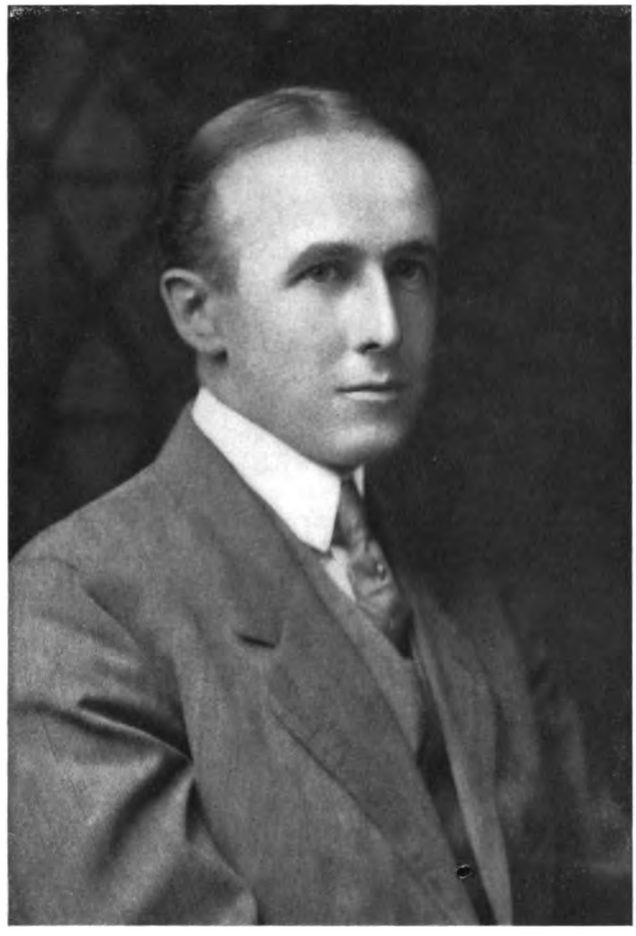
four hours. The programme included an opening reception for delegates and guests, on Tuesday evening, October 15, at the society building on Salisbury Street, to which some thousand Worcester and Worcester County residents were invited; the annual meeting, followed by an historical address by Hon. Charles G. Washburn at the same building, on Wednesday forenoon, October 16; formal anniversary exercises at the First Unitarian Church, on Wednesday afternoon; and closing with an anniversary dinner of one hundred covers at the Worcester Club, on Wednesday evening, at which President Taft was the distinguished guest of honor.

Some 2000 persons either participated in, or were present at the various exercises, and their prominence in the field of letters may be ascertained in part from the following list of authorized delegates appointed to be present to represent their respective institutions:



CLARENCE S. BRIGHAM
Librarian American Antiquarian Society

American Academy of Arts and Sciences, Boston, Henry H. Edes, Boston; American Geographical Society, New York, David Randall Maciver, New York; American Historical Association, Prof. William A. Dunning, New York; American Irish Historical Society, Rev. J. J. McCoy, Worcester; American Jewish Historical Society, New York, Lee M. Friedman, Boston; American Philosophical Society, Philadelphia, Harrison S. Morris, Philadelphia; Amherst College, Amherst, Prof. William C. Esty, Worcester; Boston University Boston, Pres. Lemuel H. Murlin, Boston; Bowdoin College, Brunswick, Me., Hon. James Phinney Baxter, Portland; Brown University, Providence, Prof. William MacDonald, Providence; Clark College, Worcester, Prof. Samuel P. Capen, Worcester; Clark University, Worcester, Presdent G. Stanley Hall, Worcester; Colonial Society of Massachusetts, Boston, Hon. Marcus P. Knowlton, Springfield; Connecticut Historical Society, Hartford, Rev. Samuel Hart, Middletown, Conn.

Dartmouth College, Hanover, N. H., Prof. Charles F. Richardson, Hanover; Dickinson College, Carlisle, Pa., Pres. Eugene A. Noble, Carlisle; Essex Institute, Salem, Francis H. Appleton, Peabody; Hamilton College, Clinton, N. Y., Frank H. Robson, Worcester; Harvard University, Cambridge, Prof. George L. Kittredge, Cambridge; Maine Historical Society, Portland, Me., Hon. James Phinney Baxter, Portland; Massachusetts Historical Society, Boston, Charles Francis Adams, Boston; New England Historical Genealogical Society, Boston, William P. Greenlaw, Boston; New Hampshire Historical Society, Concord, N. H., Frank W. Hackett, Concord, N. H.; New York Genealogical and Biographical Society, New York, Clarence W. Bowen, New York; New York Historical Society, New York, Francis R. Schell, East Northfield.

Pennsylvania Historical Society of Philadelphia, Hon. Samuel W. Pennypacker, Philadelphia; Pennsylvania University of Philadelphia, Hon. Samuel W. Pennypacker, Philadelphia; Princeton University, Princeton, N. J., Robert McNult McElroy, Princeton; Rhode Island Historical Society, Providence, Wilfred H. Munroe, Providence; Worcester Society of Antiquity, Worcester, James Green, Worcester; Yale University, New Haven, Prof. George B. Adams, New Haven; Canadian Institute, Toronto, Can., Alexander F. Chamberlain, Worcester; Museo Nacional, Mexico City, Mex., Dr. Nicholas Leon, Mexico City; Universidad de Chile, Santiago de Chile, Chile, R. Sanchez Cruz, New York; Academia Nacional de Historia, Bogota. Colombia, Raimunda Rivas Escovar, New York; Society of Antiquities of London, London, Eng., David Randall Maciver, New York.

The opening reception on Tuesday evening showed the magnificent new home of the society at its best, with its innermost recesses thrown open for inspection.

During the early evening the guests were received by President and Mrs. Waldo Lincoln, Chief Justice and Mrs. Arthur P. Rugg, and Ex-congressman and Mrs. Charles G. Washburn, in the main hall of the building, Gott's orchestra of Boston played during the reception.

The annual meeting of the council took place on Wednesday morning in one of the council rooms of the society, just preceding the first exercises of the day, at the Antiquarian Society building.

Mr. Lincoln was honored by re-election to the presidency, with these vice-presidents: Samuel Abbot Green of Boston, and Andrew McFarland Davis of Cambridge.

The following councilors were elected:

Nathaniel Paine, Samuel Swett Green, Granville Stanley Hall, Samuel Utley, Arthur Prentice Rugg, Charles Grenfill Washburn, Dr. Charles Lemuel Nichols and Francis H. Dewey of Worcester; Henry Winchester Cunningham of Boston, and Clarence Winthrop Bowen of New York.

James Phinney Baxter of Portland was elected secretary for foreign correspondence, Charles Francis Adams of Lincoln, secretary for domestic correspondence; and George Parker Winship of Providence, recording secretary. Augustus George Bullock of Worcester was elected treasurer.

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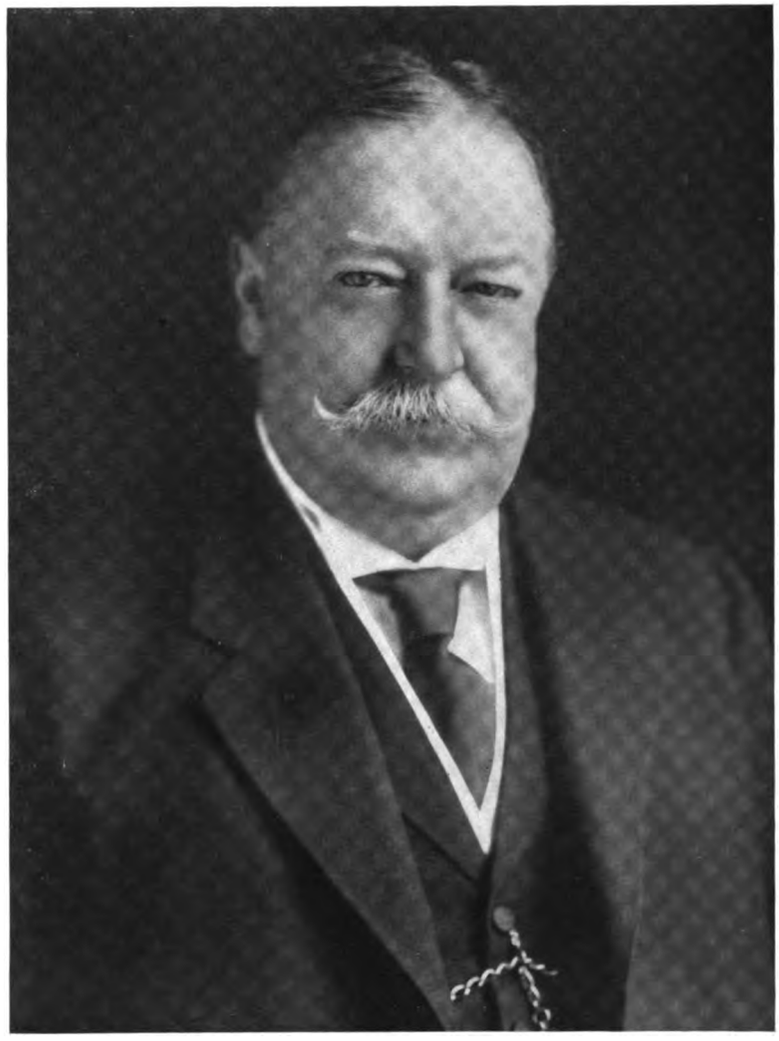
The following were elected a Committee on Publication: Franklin Pierce Rice, George Henry Haynes and Charles Lemuel Nichols of Worcester, and Julius Herbert Tuttle of Dedham, Benjamin Thomas Hill and Henry Alexander Marsh of Worcester, were elected auditors.

Clarence S. Brigham was re-elected librarian.

A gift from Frederick Lewis Gay of the original volume of the records of the council for New England, 1622-23, was announced.

Augustus G. Bullock, treasurer, reported assets amounting to $491,441.51, of which $489,957.32 represents the principal, and $1484.19 the unexpended income, October 1.

President Taft, Prof. William Archibald Dunning of Columbia University, New York; Ex-gov. Samuel W. Pennypacker of Pennsylvania; and Lyon Gardner Tyler of Williamsburg, Va., were elected resident members; and Federico Alfonso Pezet, minister plenipotentiary from Peru, a foreign member.



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PRESIDENT WILLIAM HOWARD TAFT

While it is impossible, in the limited space available, to give in detail the report of the various officers, the following introduction from the report of Librarian Brigham gives some conception of the amount of work carried through in a twelvemonth:

"The year, the close of which is marked by the present meeting, has been exceptionally busy. The process of getting settled in the new building, the rearrangement of the collections, and the preparation for the centennial, have resulted in much extra labor for the library staff, and forced a delay in many of the things which we had hoped to do during the year. Yet the stream of gift and purchase has steadily flowed in, and we have not allowed any pressure of additional work to stand in the way of the acquisition of volumes needed to fill out our collections.

"Expressed in figures, the accessions of the year have been as follows: Bound volumes, 2624; pamphlets, 3455; unbound early newspapers, 1864; maps, broadsides and manuscripts, 824; total, 8767.

"About half of the above total has come through purchase and half through gift. This library now depends but little upon gift for the volumes which it needs. We purchase a far larger proportion of our accessions than we did a half-century ago, partly because of an increased income and partly because few of our members collect the material which we most want. Newspapers, almanacs, broadsides, maps, and the early productions of the American press, except in the case of the very rare items, are to-day found in the possession of public depositories rather than in the hands of private collectors. Hence, we call upon our members chiefly for the historical works and treaties which profess to study the past, as well as for the current publications of a periodical and serial nature which serve to continue files begun many years ago.

"A constant source of accession, and one which it seems to me should be made ever more customary, is the gift from members of the society of their own publications. William Lincoln, in one of his early library reports, reminded the members of the 'constitutional privilege' which they possessed of furnishing to the society a copy of whatever they wrote. The library depended quite largely for its initial growth upon gifts of this kind, and some of the most interesting of its first volumes are the presentation copies from writers whose names are now household words."

At the conclusion of the business meeting the council adjourned to the main hall, where a distinguished gathering was in waiting to hear the historical address of Hon. Charles G. Washburn, which is reproduced in part in another part of this issue of the *Worcester Magazine*.

The afternoon exercises were held in historic First Unitarian Church, with its commodious pews filled with invited guests. Here President Taft made his first appearance at the anniversary, arriving in the city during the lunch hour.

Following an organ voluntary President Lincoln gave his introductory address and welcome, in which he said:

"You are here by invitation of the American Antiquarian Society to assist in the celebration of its one hundredth birthday. It is altogether a joyful occasion, with no element of the sadness that accompanies similar events in the lives of men. The completion of one hundred years of existence by a learned society is no indica-

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tion of approaching senility, but rather is like the coming of age of a young man about to enter with the vigor of manhood on the duties of life, and congratulations on the strength which has enabled a society to complete five score years are unmarred by any fear lest that strength may be but labor and sorrow.

"Though distance and official duties have caused the absence of many whose presence would have been welcome, the society is to be congratulated on the attend-

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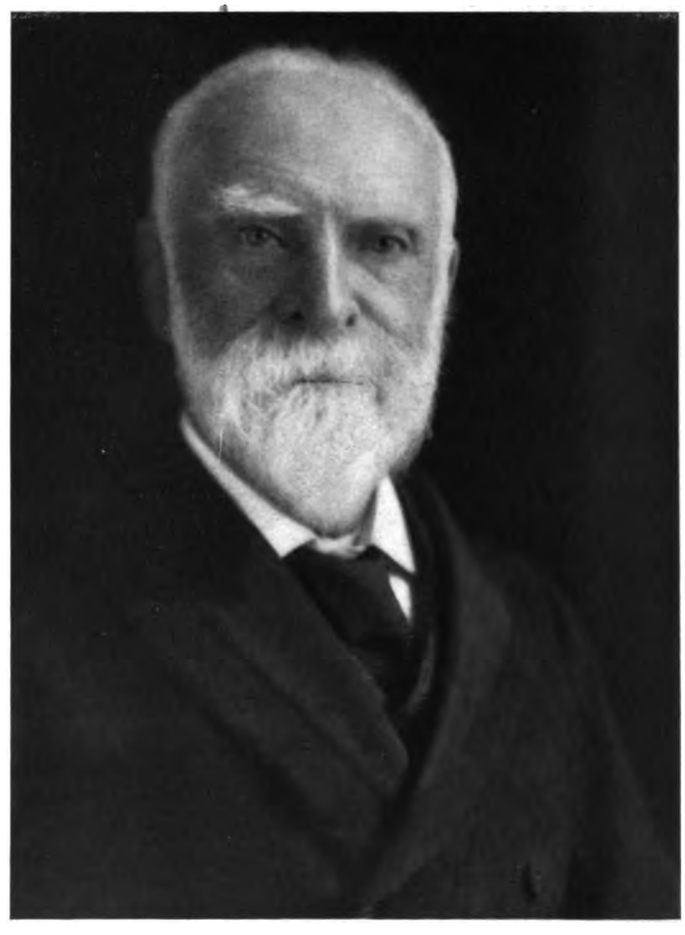
SENOR FEDERICO ALFONSO PEZET
Minister Plenipotentiary of Peru

ance of this notable audience. One marked feature of the society, insisted on by its founder and constantly reasserted by its orators and officers during its whole existence, is its national character. The presence of the distinguished head of this great Republic on this occasion affords us, therefore, not only great individual pleasure, but serves to emphasize that national characteristic which differentiates this society from others. And it is not only national, it is American. Formed with the intention of interesting and benefitting the whole country, it has ever drawn its members from all parts of the Union, and it covers in its work the whole continent. Except for this there would have been no excuse for its creation, and there would be none now for its continued existence.

"The relationship existing between the American Antiquarian Society and the Second Parish of the town of Worcester has ever been most intimate. Next south of the old building on Summer Street stood the first meetinghouse of the parish, wherein were held the dedicatory exercises of the first Antiquarian Hall. On the site of the present church stood the second meetinghouse, in which was held, in 1835, the only other public meeting of the society in Worcester, up to the present time, a meeting held in memory of that distinguished librarian, Christopher Columbus Baldwin. This building was destroyed by fire in 1849, and was replaced by the present meetinghouse, in which we are met to-day.

"The first pastor, Rev. Aaron Bancroft, clarum et venerabile nomen, was a charter member, and his successors, the Rev. Messrs. Hill, Hall and Garver, whose united ministries have given the parish the unique honor of having had but four pastors in one hundred and twenty-seven years, have been among our most valued associates; while of the society's nine presidents, five, whose united terms of service cover seventy-four years, have been members of this parish.

"To you who have come to present your felicitations on this auspicious occasion I extend the thanks of the American Antiquarian Society for your good wishes, and a cordial invitation to you and the institutions you represent to consult the library of this society as if it were your own. Nor is this merely a polite phrase, for to the extent that its means have permitted the society has always granted to the public free use of its collections, restricted only by such rules as are consistent with the safety of the treasures, of which it considers itself the trustee rather than the owner, and, so far as its limited



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RT. HON. JAMES BRYCE
Ambassador Plenipotentiary of Great Britain

means will allow, it proposes to continue that privilege with increasing rather than diminishing liberality.

"In the days when libraries were few and kept somewhat closely guarded, or were reserved for the benefit of their owners or subscribers, this society may claim the honor of having established and maintained one of

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the earliest free reference libraries in the country. So far as the use of its collections is concerned, it grants to its own members hardly greater privileges than to others. For this reason it has always appealed with confidence to the public to assist it in making its collections, and has met in the past a generous response, else, having a very limited membership and totally inadequate means, how could it have accumulated such a splendid collection?

"Enthusiasm on the part of a few members found a liberal public interested in the preservation of the records of the past, and nearly all of the society's library was acquired by gift. With the multiplication of historical libraries and the entrance of the multi-millionaire into the collecting field, prices of early Americana have been pushed far beyond the possibility of their acquisition by a society like this, and at the same time an indiscriminating public, excited by the reports of fabulous prices paid for an old book, are no longer willing to give away even an old Bible, lest in their ignorance they may be disposing of a Gutenberg, worth $50,000.

"So the individual collector secures the prizes of the auction rooms, which are thereafter sequestered from public use. No libraries but those which are heavily endowed or supported by the government can enter into such competition, and a society like this must content itself with making the best use of what it has, limiting its acquisitions to the less sought for items of printed matter, and to the precious manuscripts which its members and others, seeking a safe place of deposit, may be willing to intrust to its care, until a generous public, wakening to the value to the country of such a society, shall grant it that same bountiful support which other educational institutions of the country have received."

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SENATOR HENRY CABOT LODGE

Prof. Andrew Cunningham McLaughlin of Chicago was then introduced. He spoke on "Democracy and the Constitution," an address which did not attempt to discuss present day affairs but rather to show the condition of 125 years ago, and the principles and theories that governed the men who drafted the Constitution of this nation.

A hymn was sung between this address and the introduction of Sen. Henry Cabot Lodge, the second and last speaker at the assembly. Senator Lodge had originally planned an address on "International Arbitration," but was compelled to abandon such an important subject through lack of time for its preparation. In its place he chose "Reminiscences" as his subject, being an account of his first trip abroad, forty years ago, and the experiences and people he encountered. Told in the intensely fascinating and entertaining Lodge manner, by a master of English rhetoric, he held the undivided attention of his distinguished audience the better part of an hour.

The closing event of the observance — the anniversary dinner at the Worcester Club on Wednesday evening — was a brilliant affair. Its attendence necessarily limited to one hundred, brought together as brilliant a body of men as any gathering this city has ever known.

The dinner was preceded by a short reception given President Taft, who arrived at seven o'clock with President Lincoln, whose guest he was while in the city.

The new dining hall of the club was thrown open for the affair and its natural beauty was enhanced by floral decorations, great bouquets of chrysanthemums and hollyhocks being on each table, while along the centre of the damask was smilax, the continuity being broken at frequent intervals by pansies.

President Lincoln served as toastmaster, and with him were these speakers: President Taft, Ambassador Bryce, Senor Pezet, the Peruvian minister; Charles Francis Adams, president of the Massachusetts Historical Society; Hon. Samuel Whittaker Pennypacker, president of the Historical Society of Pennsylvania; and Prof. William Archibald Dunning of Columbia University and vice-president of the American Historical Society.

President Taft was introduced by President Lincoln as the eighth president of the United States to be elected to membership in the society. The room rang with applause as he arose to speak, following a standing tribute from the diners, who drank his health.

The President said:

Mr. Chairman, Gentlemen of the American Antiquarian Society, and my Fellow Guests:

In the first place I wish to express my profound appreciation of and gratitude for the honor you have done me in electing me a member of this society. I am glad to be in such good presidential company. (Applause and laughter.)

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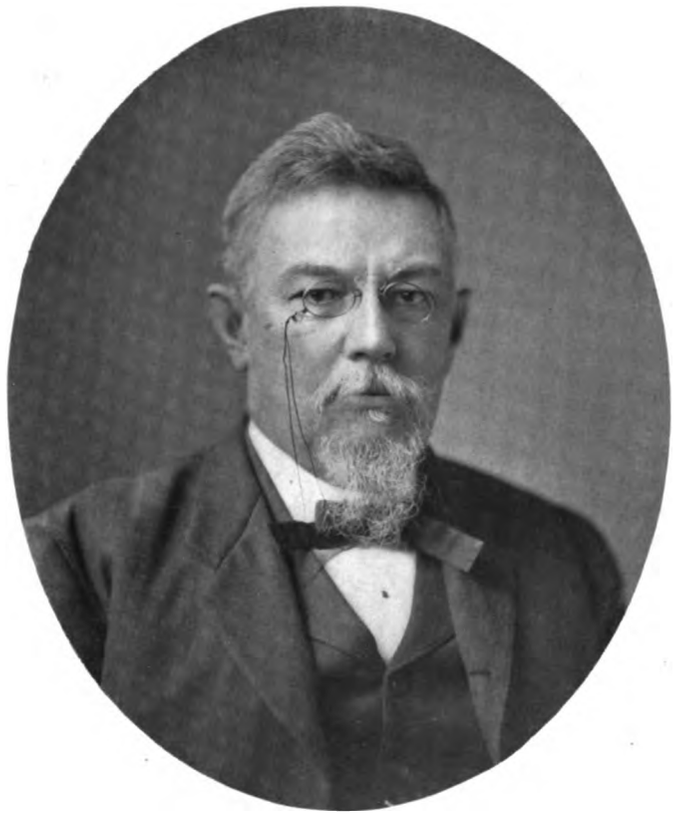
The variety and the characters of the presidents who have constituted membership indicate that your rule of selection has not been visible at any rate.

I am especially gratified to be elected a member of this society because my father was a member before me. (Applause.) I know how he valued it, and I was glad to be able to talk with the secretary of the society to-day about the visits that my father invariably made to Worcester when he came to Millbury. He never visited Millbury that he did not come to Worcester to visit the Antiquarian Society and consult some of the records in which he was interested.

I dislike to speak of history in the presence of those who write it (Voice: "Go on.") (Laughter) but with the exception of what you actually do yourself and even with respect to that, sometimes every-



HON. SAMUEL W. PENNYPACKER
President of Pennsylvania Historical Society

thing in life seems to be a question of evidence, of establishing facts accurately and with proper relation to each other.

My experience has been chiefly in courts. There was a time when I thought all men were liars (laughter and applause) until I had had experience in sitting on the bench and hearing witnesses testify to exactly the same thing—witnesses apparently with the same opportunity for observation, with equal freedom from interest in the event to which they were giving their evidence, and the thing that shook me, that made me skeptical as to whether I was alive myself or not, was the difference in the stories that they told of the same thing, and the difficulty of reaching a conclusion as to what actually happened, from the oral evidence of those who saw.

Now when you transfer that difficulty to a time one hundred years ago, or fifty years ago, practically you have to reject oral evidence altogether; at least those gentlemen that come forward thirty years after the war and tell us what happened in battles in which they were participants—I pass those statements over now only as an evidence of their kindly interest in the event (laughter), without any confusion arising from the contradiction between what they say and what somebody else says who was present on the same occasion. The fact is that what we have to get is contemporary evidence, and we have to dissect that; and what you in a society like this are doing, if I understand it, is the accumulation of that contemporaneous evidence that gives, first, as near as possible an accurate statement of what occurred, and, second, gives the atmosphere in which the things occurred which make up history. That is what I understand an antiquarian society like this is for. Heaven knows we would not want to preserve many of the newspapers (laughter) for any other purpose than to give the correct local coloring in which we are to judge the events and the facts that happen.

I think it must be great fun to be an historian. I think so, Mr. Rhodes, especially a successful one. There is nothing so fascinating as the weighing of evidence and the attempt to reach a proper conclusion from the different circumstances that by a sort of logical triangulation enable you to reach the point, and the proper position of the point. Professor Mendenhall of the Coast Survey, you will understand that—that is in question.

Nations differ as to the evidence that is left of facts. The civil law countries dwell much more on formal records than do we. I think the Spanish carry it to an excessive and extreme degree. I am told, indeed, I know, because we had to appropriate some money in the Philippines to send people to Spain to find out what had happened in the way of decrees registered at Seville that we could not get anywhere else. They have what they call documentation, and while the Spaniards impressed a great many of their customs of the Filipinos, they were not always as convincing as they were with respect to documentation. There were two things that enabled us to rid the Philippine Islands of treasonable conspiracies against our authority. One was that no sooner was a revolution planned than the president of the Republic, the commander-in-chief of the forces, the secretaries of the cabinet, eight in number, were all selected, and their uniforms arranged for and generally purchased. The second was that they documented in full their proceedings, and as the documents were the basis of their title to rank, they were not so concealed but that we were able to get hold of them. I think that is a rather ludicrous instance of carrying documentation too far. (Laughter and applause.)

I learn from Gaillard Hunt of the State Department that there are a great many valuable records in government offices to which very little access has been given to those who might make proper use of them. Of course the Civil War records have been published at great expense to the government, and I fancy with respect to that war—I can be corrected if it is not true—the records are as complete as any nation has made the records of any war. But with respect to the Mexican War it is not so, and it is not so with respect to the War of 1812, as indeed it is not so with respect to a great many transactions of the government as to which historians may properly take an interest and make an investigation. When I was secretary of war we had a gentleman at the head of the Department of Records whose name was General Ainsworth. He combined effectiveness with a rigidity of rule as to the examination of the records that even his superior officer could not overcome. His arguments against allowing anybody to go rummaging through the records were usually elaborate, and they took so long in their presentation that before the subject was finally decided the investigator either died (laughter) or left the controversy in disgust. Now General Ainsworth is not there, and there is another adjutant-general. It is possible that the records are more accessible now than they were in my day. We have long wished in Washington to have a bureau of archives—a building sufficient in size to hold records of interest which can be there classified and indexed so that somebody can use them. Congress has appropriated money enough to buy a block in Washington for the erection of a building for archives, but that block has remained there now for upward of certainly ten years with no bureau constructed upon it. There creeps into the mind, when you investigate the question, the thought that there was a little more interest in the disposition of the property to the government than there was in the erection of the bureau of archives and the use of the land after it was purchased. I am hopeful that in some session partisan considerations and penurious desire to keep down appropriations will not interfere with the appropriation of money enough to have a proper bureau of that kind. Certainly a society like this could help the government. The government ought to be glad to have the recommendations of a committee of this society as to what ought to be done with reference to the archives. I can not guarantee that Congress will accept such recommendations. That is not part of my constitutional function. I can only say that I shall be very glad to transmit it and join in the recommendation if it seems appropriate at any time to make it while I have power to do so. I observe that Congress in 1814 turned over to this society all the publications, and I am glad to know that that resolution is still in force and unrepealed, but I would not breathe it, Mr. Chairman, too loudly. It might be taken away.

It is a great pleasure, gentlemen, to be present in this company, especially after I have stood for four or five hours each day for the past two days looking at battleships and straining my eyes and ears to catch the proper salutes, to come into this peaceful presence and feel the effect of a common desire to promote not wars, but an accurate history of the progress of mankind, which, while it has included wars in the past, I am sure I speak the hope of all those present, may include very few of them in the future.

Ambassador Bryce was introduced by President Lincoln with the following tribute:

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" When this society was founded a state of war existed between the United States and Great Britain, and for many years thereafter relations between the two countries can hardly be considered cordial. But peace has now existed for nearly one hundred years, and the two former enemies are now close friends. May this society's second centennial find that peace still continuing. Among the British members of the society is one whom all Americans admire and love. He found his way to our last meeting, and it is a pleasure to know that he enjoyed it so well that he has come again this year. I have the honor to present to you his excellency, Right Honorable James Bryce, ambassador plenipotentiary and extraordinary of Great Britain."

Here again the guests arose in honor, after which Ambassador Bryce said in part:

I thank you very much, Mr. President, for the kind words you have spoken in regard to the relations between our countries, and our people most perfectly echo the sentiments you have expressed. There never should have been a war between the two countries. There are no two countries that God designed that are adapted better one to another than yours and ours.

It is a high privilege which I feel, to be able, on behalf of the historians of my country—if I may venture to assume that function—and on behalf of her universities, the Oxford University and the British Academy, to present to you greetings and the congratulations of the historians of Great Britain and Ireland upon the one hundred years of useful and worthy work which you have accomplished, and to offer their wishes and hopes that the great work of this society shall even surpass the work of the years already passed.

Mr. Washburn, in his admirable address which he gave us this morning, said that this society was national. I hope he will allow me to say that it is international in interest. All historical societies are laboring in the same work and for the same purpose. Every one of them are national and international, because their work is directed toward the ascertaining of truth. In this we need each other's help.

We are actuated by the same spirit. It is in that spirit that the historians of Great Britain greet you and hope that you will not always confine your labors to this country, but by intermingling of those who come and go and by contributions along historical lines, may aid one another in the task of discovering historical truth.

I also congratulate you upon the fact that our functions and your functions, as seekers of historical truth, are not likely to come to an end.

Another observation I want to make, and that is this: That I am very much struck in this country by the change that is passing upon us. We have never seen in our country the tremendous immigration that is bringing men from every foreign shore here. You have in Worcester in one of your great works that makes the city so prosperous, many nationalities. Now these men and the sons of these men will grow up to be American citizens. They will speak English. They will need to be the same as you New Englanders. It is the duty of this generation to make these men the Americans you would have them. You have joined with generous impulses, high purposes, and there also belong to you great traditions. It is for you now to try to imbue them with the traditions, high impulses and purposes that make the glory of the United States. It is by traditions that nations live and prosper.

A historical society like this can do a great deal to assist one another in taking up the steps necessary to make these people realize what a community they have been given and how they should strive to attain high ideals of citizenship. You can render no greater service to the world which is watching you, than by seeing that the citizens you train are worthy of these traditions and purposes.

Toastmaster Lincoln said as he introduced Senor Federico Alfonso Pezet, the Peruvian minister:

" That portion of the American continent south of the Rio Grande presents questions of archaeology and history of intense interest to all students of American antiquities. The printing press was established at Mexico one hundred years and at Lima about sixty years before it was set up in New England, so that this society, in its search for American imprints previous to 1820, finds a rich field in Central and South America. Possessing a special fund for the purchase of books relating to those countries, the society is rapidly acquiring a fine collection of Spanish Americana. I hope our members in that portion of the continent may assist to increase that collection, especially in the field of early newspapers.

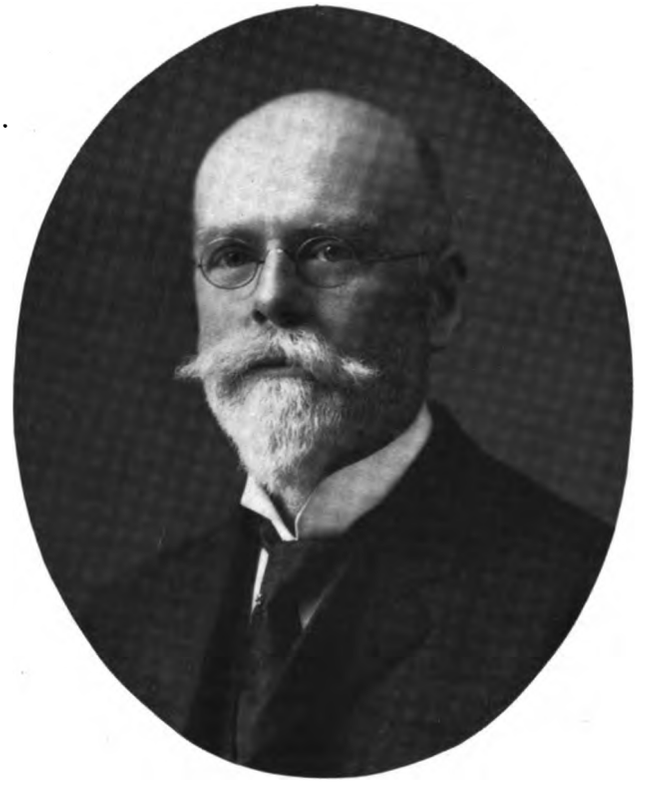
Senor Pezet said in part:

I take this opportunity to thank both societies, the Antiquarian and the Hispanic, in the name of the Spanish-American countries, and as the spokesman of their people, and personally I can assure you that I will give myself the pleasure of recommending to the Historical Institute of Peru the work of this society and its endeavor to increase its collection, and I feel convinced that by bringing together this society and the Latin-American societies of history research, archaeology and antiquities generally a great good will be achieved for the benefit of all students of historical research.

But a very few years ago not one in a hundred of thinking men in the United States would have given any time to consider the possibilities of Spanish-America. It has been necessary for a statesman of the calibre of Elihu Root to make an official visit to some of our countries to bring about the awakening of the people of this country to the great possibilities of the southern hemisphere of our continent, and to give them a desire to learn something about those countries and their peoples, something more than the somewhat hazy conceptions heretofore accepted by this public at large.

As a sequence to this visit of one of your foremost statesmen, newspapers and magazines, which until then had ignored our lands or dealt with them unjustly, began to speak of Latin-American development and of the possibilities there. That visit brought our country before the public eye and created a longing to learn more about them.

Professors from your universities next turned their attention in our direction and traveled to our shores: Rowe, Shepherd, Collidge,



Prof. William Archibald Dunning
Vice-President American Historical Association

Rensch, Bingham and others came to us. They came into direct contact with the thinking men of the Latin countries; they became acquainted with one another; they exchanged news, and as the result a new sentiment sprang up between them, born of a better knowledge of each other.

Heretofore, we had met only the American trader and promoter, the business man, perhaps the adventurer of the get-rich-quick order, so naturally the learned professors were a revelation to us, their manners, their speech, the ideas and ideals which they expounded and proclaimed, these were more in accordance with our own manner of thinking; these men were different from the majority of those whom we had known as Yankees.

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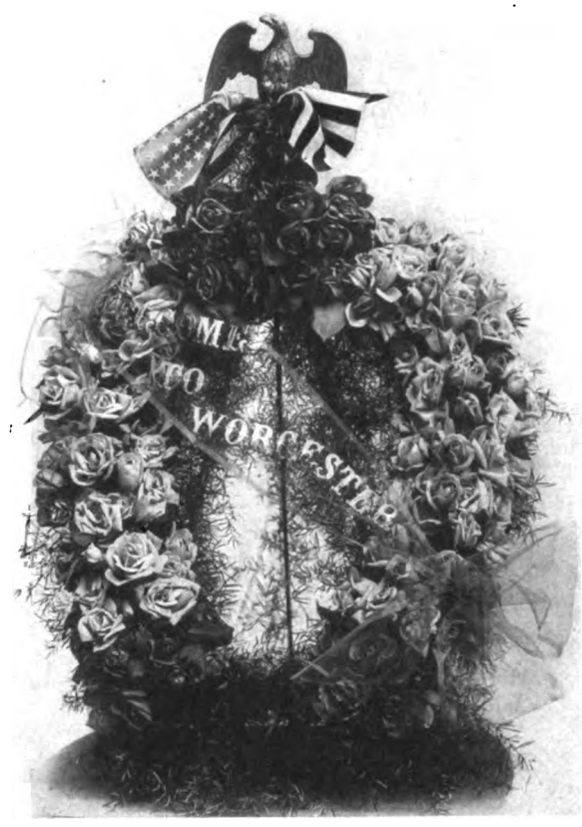
These did not come for commercial purposes, but for study. They came to learn something of the people they knew very little of. This created a bond between the visitor and the visited. It helped each to discover unknown, unsuspected traits in the other. The professors discovered in us traits of character which had never been mentioned in the North when reference was made to us, while we discovered in the professors certain qualities which the southern peoples supposed not to exist in you. Latin-America had universities, seats of learning, centres of thought, men of advanced ideas, men eager to learn and to study.

Speaking for the Massachusetts Historical Society Pres. Charles Francis Adams said in part:

The Massachusetts Historical Society I represent here to-night, I might state, is the mother society of all innumerable history societies, and among them this society is one of the eldest. Your society was formed here in 1812.

It is impossible for one to give the history on such an occasion as this. It would take too long. It would go back too far in memory to give it the local color our president has spoken about. When the Massachusetts Historical Society was formed the French Revolution was in its early stage. During the next twenty years it struggled. There were great events during that time. At the very time Isaiah Thomas was founding the society here, on this very sixteenth day of October, the Emperor Napoleon was firing that onslaught on St. Petersburg, and at that time the world seemed to be echoing with gunshots.

It was in 1812, with the shock of battle that made Isaiah Thomas place the society here, forty miles away, instead of in Boston. Events were occupying the attention of the country on the day that brought the dawning of the Massachusetts Historical Society. President Taft referred to local color. Mr. Bryce referred to the great value of comparison and of the light it gives events that I could not give. Two of those presidents who have been members of this society have been ancestors of mine. One of these was at St. Petersburg. Many of you know that there were very close relations existing between John Quincy Adams and his parents, especially his mother. In the archives we have volumes which have never been published of these things.



"Welcome to Worcester"
Wreath Presented to President Taft by Mr. S. Z. Poli

It is my desire, as representing the Massachusetts Historical Society, to give to this society on this occasion not the originals, but extracts from these events, showing the impression these events made on a man living in St. Petersburg. Instead of going on as I might—I might go on, but if I should do so it would occupy more hours than you would care to listen. But I will, however, state that having these reports here I shall give them to you.

Mr. Adams closed by handing over the extracts to Mr. Lincoln.

The next speaker, Hon. Samuel W. Pennypacker, president of the Historical Society of Pennsylvania, and representing with it at the anniversary, the University of Pennsylvania, said:

I am here to-night at the behest of the Historical Society of Pennsylvania, founded in 1824. It has now a fireproof building which has been erected at a cost of $300,000, four stories in height.

It has an accumulation of manuscripts and documents valued at $3,000,000. It is in possession of papers of William Penn, of Anthony Wayne, of Alexander Humphrey and Salmon P. Chase.

It has in its possession publications of Benjamin Franklin, more than can be found in any other place in the world. It has more of the colonial laws of Massachusetts than can be found in Boston or Worcester.

It is a pleasure to note that the second president of that society was a member in 1819 of the American Antiquarian Association, and I am glad that I can report to that society in Philadelphia, when I return, that its president in its present day has just been elected a member of this association.

I am here also to represent the University of Pennsylvania, established in 1840. It soon took the place of the leading institution of learning in the United States, a place maintained at least down to the time of the war. It established in 1865, under John Morgan, the first medical school and the first law school in the United States. It now has 5200 students enrolled at the present time, and has a more cosmopolitan population than any institution in the United States. They come from more countries than any other institution of learning.

I am here to represent something else. I am an antiquarian society myself. I live in a house built in 1720. It has belonged to my family for 127 years. It is the only headquarters of Washington in the United States remaining in the name of the family who owned it at the time of the Revolution.

There is a chair that belonged to the great-great-grandfather of Abraham Lincoln, a member of a family distinguished in Massachusetts history, distinguished in the history of Pennsylvania and distinguished in the history of Illinois.

I pray that the Lord may sustain the president of the United States, for he has fallen upon evil times. The president is to-day the exponent of the rights of the Constitution of the United States as it was established by the fathers.

Prof. William Archibald Dunning of Columbia University and vice-president of the American Historical Association, whose 3000 members are doing excellent work in every line of historical investigation and criticism, said in part:

It is a sound and accepted principle of jurisprudence that a cat can look at a king. This, I suppose, is the principle in accordance with which the American Historical Association is privileged on this auspicious occasion to tender its felicitations to the American Antiquarian Society.

For the American Historical Association is but a callow, immature young thing, whose uneventful life has known but twenty-eight brief summers; and it can regard only with awe and veneration an institution that has reached the century mark with honor and renown. Nor do the awe and veneration diminish when other aspects than mere age are taken into account—a treasury that unblushingly records assets of half a million, a library that leads all the libraries of the world in some material that is indispensable to historians, and a home building that splendidly combines the highest degree of taste and utility. These are things that give a deep sincerity to the humility and the congratulations of the American Historical Association, which can boast of neither assets nor library nor home.

When it comes to the merely human element we of the Historical Association can take heart of grace and feel that we have some relation, at least, to this greatness and prosperity that are not ours. Your membership list, Mr. President, presents a remarkably large percentage of names that have been most conspicuous in the life and activity of our association. Indeed, I have felt at times a bit confused and uncertain as to whether I was dealing with the society or the association, as I have noted a large majority of the men who give distinction to our council figuring prominently as antiquarians.

When one sees an organization whose small membership includes thirteen former presidents and over thirty members, past and present, of the governing body of the American Historical Association, no presumption of vinous exhilaration is necessary to explain an uncertainty as to whether he is on this side of the way or the other—whether he is with the historians or the antiquarians.

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The Development of a World-Famed Institution

The Remarkable Progress of the American Antiquarian Society in its Century of Existence, Bearing out every Wish and Prediction of its Distinguished Founder and Patron, Isaiah Thomas, Lucidly Told in Historical Address at Centennial Anniversary Exercises

By Hon. Charles G. Washburn

WE are gathered here to-day, surrounded by the memorials and records of the past, to celebrate the centennial anniversary of this society. The last survivor of the charter members died more than forty years ago, and yet through that wonderful art of photographing the thoughts and deeds of men upon the printed page, they, together with the others who have gone before, are a real and substantial part of this living company met

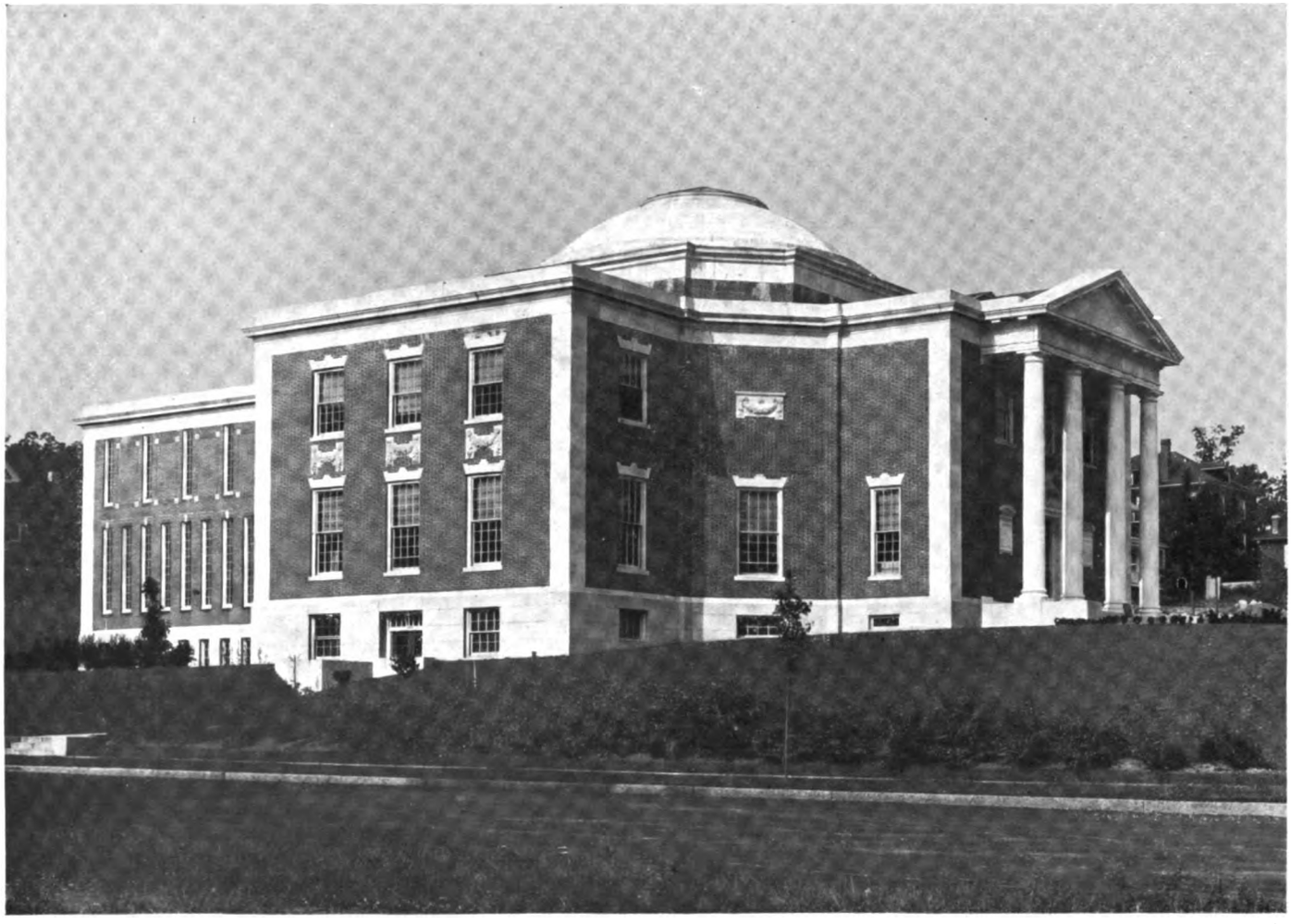
" To celebrate a century's flight,
And gather ere it disappears
The harvest of a hundred years."

While the society was founded 100 years ago the activities of its distinguished patron and his associates extended over a period of time which began before the Revolution. Those who signed the petition for incorporation, in the order in which they appear, were: Isaiah Thomas; Nathaniel Paine; Dr. William Paine, his elder brother; Levi Lincoln, Sr.; Aaron Bancroft and Edward Bangs. Every detail of the fruitful life of Isaiah Thomas has been noticed in the proceedings from the time when, at the tender age of six years, he was bound as apprentice in 1755 to Zachariah Fowle, a printer of Boston, until his death in Worcester in 1831, at the age of eighty-two.

Mr. Thomas was not only a printer and publisher, but a bookbinder and papermaker, and his business extended all over the country.

He was, too, a man of great public spirit, and his gifts to this community were numerous and substantial.

Brissot de Warville, one of the leading spirits of the Girondists, and a celebrated writer of his day, who visited this country in 1788, " not," he says, " to study antiqs, or to search for unknown plants, but to study men who had just acquired their liberty," writes of Worcester: " This town is elegant and well peopled; the printer, Isaiah Thomas, has rendered it famous through all the continent. He prints most of the works which appear,



The Palatial New Home of the American Antiquarian Society

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and it must be granted that his editions are correct. Thomas is the Didot of the United States."

Nathaniel Paine, lawyer, was graduated from Harvard College in 1775. He was for a time prosecuting attorney for the County, and represented this town in the legislature for three years. He was judge of probate for thirty-five years.

Dr. William Paine, his elder brother, graduated from Harvard College in 1768. One of his early instructors was John Adams, in 1775 teacher of the grammar school in Worcester, who writes in his diary:

" The situation of the town is quite pleasant and the inhabitants, as far as I have had opportunity to know their character, are a sociable, generous and hospitable people; but the school is indeed a school of affliction, a large number of little runtlings, just capable of lisping A, B, C, and troubling the master. But Doctor Savil tells me for my comfort, 'by cultivating and pruning these tender plants in the garden of Worcester' I shall make some of them plants of renown and cedars of Lebanon."

Upon his arrival from England, after the war broke out, Doctor Paine found himself denounced as a royalist and did not return to Worcester until 1793, where he lived until his death, highly respected as a citizen and a physician.

Levi Lincoln, lawyer, graduated from Harvard College in 1772, marched as a volunteer with the minutemen to Cambridge, was an active member of the committees of the Revolution, clerk of courts, judge of probate, delegate to the convention at Cambridge for framing a state constitution, member of the legislature, representative in Congress, attorney general of the United States and provisional secretary of state in the cabinet of Thomas Jefferson, lieutenant-governor of this commonwealth and acting governor, associate justice of the Supreme Court of the United States. Such is a brief summary of his great career which terminated in 1820.

Aaron Bancroft, clergyman, historian, graduated from Harvard College in 1778, minister of the Second Parish in Worcester for more than fifty years, father of George Bancroft. In 1782 Doctor Bancroft sent to John Adams a volume of his sermons, in acknowledgement of which Mr. Adams wrote: " I thank you. . .for the gift of a precious volume. It is a chain of diamonds set with links of gold. I have never read nor heard read a volume of sermons better calculated and adapted to the age and country in which it was written. How different from the sermons I heard and read in the town of Worcester from the year 1755 to 1758."

Edward Bangs left Harvard College to participate in the Concord fight, graduated in 1777, read law in the office of Chief Justice Parsons, served as a volunteer in the suppression of Shay's rebellion, was representative in the general court, associate justice of the court of common pleas and an accomplished scholar in literature.

The petition to the legislature for incorporation states of the society that

" Its immediate and peculiar design is to discover the antiquities of our continent and by providing a fixed and permanent place of deposit, to preserve such relics of American antiquity as are portable, as well as to collect and preserve those of other parts of the globe."

The act of incorporation was signed by Gov. Caleb Strong, Oct. 24, 1812.

The amount of the annual income from real estate was limited to $1500, and of the personal estate to the value of $7000.

The first meeting of the society was called for Thursday, Nov. 19, 1812, at the Exchange Coffee House in Boston, where less than three months before Capt. Isaac Hull had been banqueted because of the victory of the Constitution over the Guerriere. A committee was appointed to draw up regulations and by-laws to report at the next meeting, at which the president, Isaiah Thomas, presented the society a large and valuable collection of books valued at $4000. He was requested to retain possession of them until a place of deposit could be provided for their reception, and they were kept at his house on Court Hill for a period of eight years.

The by-laws provided for three meetings annually; one in Boston on December 22 and again on the first Wednesday in June, and one in Worcester on the Wednesday next after the fourth Tuesday of September, and that an oration should be delivered at the December meeting; but this was later so far altered as to provide for holding the annual meeting on October 23, the day on which America was believed to have been discovered by Columbus.

A desire to have the annual meeting held upon the actual date led to the ascertainment of the fact that Columbus made his discovery on the morning of the twenty-ninth day after the autumnal equinox, which now falls upon October 21.

The first meeting in Worcester was held " at the dwelling of Col. Reuben Sikes, innholder, Sept. 29, 1813." This was Sikes' coffee house, still standing on Main Street, and now known as Exchange Hotel. Both Washington and Lafayette have been entertained there, and it was for many years the home of visiting members of the bench and bar.

On Oct. 23, 1813, the society celebrated, at the Exchange Coffee House in Boston, the landing of Columbus, and after the business meeting marched to the Stone Chapel—King's Chapel—and listened to " an ingenious and learned address " by the Rev. Prof. William Jenks of Bowdoin College.

The Boston meetings were held at the Exchange Coffee House until 1818, when it was destroyed by fire. In 1819 it met at Forster's Tavern and in 1820 at the Marlboro Hotel. In 1821 the society returned to the Exchange Coffee House, which had been rebuilt, and continued the meetings there for fifteen years. From May, 1836, to May, 1847, the Boston meetings were held at the Tremont House. Two doric columns of granite from the portico of the Tremont House now stand in Institute Park near this building. From 1847 until April, 1900, when the society met in Ellis Hall, the Boston meetings were held in the rooms of the American Academy.

Mr. Thomas provided, at his own expense, a building on Summer Street for the use of the society, which was formally opened on Thursday, Aug. 24, 1820. The members met at 10 o'clock in the morning and marched at 11 o'clock to the north meetinghouse on the adjoining lot, where the services were opened with prayer by Doctor Bancroft. The address was delivered by Isaac Goodwin, then a resident of Sterling. He dwelt upon the importance of preserving the annals of the human race and congratulated the citizens of the country upon the event of the day. After the services a sumptuous repast, as it is recorded, was provided at Sikes' Coffee House. The building was enlarged by the erection of two wings in 1831, and while the society enjoyed it as fully as if it had been its own no deed has ever passed from the donor.

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He died April 4, 1831, and his will contained a bequest to the society of $30,000. Mr. Thomas, in his will, declared that he valued this real estate at $8000. He left to the society $10,000 in books from his private collection, and $12,000 in money to make up the whole legacy of $30,000.

It was found necessary, in 1850, to erect a new building to provide necessary room and to escape the dampness of the original location. A lot of land, next north of the old courthouse, on Main Street, was generously

ISAIAH THOMAS HOUSE, FIRST LIBRARY AND HOME OF ANTIQUARIAN SOCIETY
Still Standing in Rear of Worcester County Court House

given by Stephen Salisbury for this purpose. Later he added a subscription of $5000 to the building fund.

This building, with additions, was the home of the society until the present building was occupied in 1911.

The old building and lot on Summer Street were sold to the trustees of the Worcester Academy. Before this could be done, however, the consent of the Thomas heirs had to be obtained, as the will had provided that, if the real estate should cease to be occupied for the purposes of the society it should revert to them.

Its nature and objects were very fully set forth by Mr. Thomas, reporting for a committee appointed for that purpose at the meeting held at the Exchange Coffee House in Boston on Oct. 23, 1813, in which he said that it appeared that one more society for the promotion of literature, the useful and fine arts and other valuable purposes might well be added to those already in existence, a society not confined to local purposes, nor intended for the particular advantage of any one state or section of the Union, one whose members might be found in every part of our Western Continent and its adjacent islands, and who are citizens of all parts of this quarter of the world. The intended objects of the society were in the words of Sir William Jones to the members of the Asiatic Society:

"Man and nature—whatever is, or has been performed by one, or produced by the other," but were particularly the investigation of American antiquities—natural, artificial and literary. Individual members were appealed to, to collect books of every description including pamphlets and magazines, particularly those printed in North and South America; newspapers, specimens and descriptions of fossils and handicrafts of the aborigines; manuscripts, ancient and modern, particularly those giving accounts of remarkable events, discoveries, or the description of any part of the continent, or the islands in the American seas, maps, charts, etc. A few of the objects of especial interest to the American antiquary mentioned were the ancient Indian nations of our continent, the western mounds of earth, the early European settlements and European accessions of population in America. Because of the danger from fire in large towns and cities, and from the ravages of enemies to which seaports were so much exposed in time of war—and one was then being waged—it was agreed that an inland situation was to be preferred for the location of the library and museum, and so Worcester was selected, forty miles distant from the nearest arm of the sea, on the great road from all the Southern and Western states to Boston, the capital of New England.

At this meeting a committee was appointed to adopt measures "for obtaining accurate surveys of all the ancient

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mounds, whether fortifications or otherwise, in the western part of the United States, and for collecting on the spot all the facts and information which throw light on these interesting monuments of American antiquity." At the annual meeting in 1819 it was stated that several communications had been made to the society worthy of publication, among them being minute and accurate surveys of many of the ancient mounds and fortifications of the western country, by Caleb Atwater of Ohio, done at the request and by the pecuniary assistance of the president, Isaiah Thomas. This led to the publication in 1820 of a volume of archaeology containing an account of Mr. Atwater's researches among the ancient mounds, works of defense and other remains in the West, illustrated by maps, plans and drawings. The conclusions reached were that nothing discovered by the writer sustained the supposition that this region was once inhabited by a race of civilized men.

At the annual meeting in 1835 it was reported that a second volume of papers relating to the objects for which the institution was founded was in the press, and that the largest contribution was from the pen of Hon. Albert Gallatin, who for many years had been engaged in investigating the aboriginal languages of the country.

Albert Gallatin has a large place in our history. He was one of the founders of the Anti-federalist party, elected to the Senate from Pennsylvania in 1793, leader of the Anti-federalists in the House in 1795, secretary of the treasurer for twelve years in Jefferson's cabinet and in that of Madison, also minister to France. It was there in 1823 that, at the request of Alexander von Humboldt—elected a member of the society in 1816—he drew up a memoir of the Indian languages which Humboldt proposed to annex to the second edition of his work on Mexico.

In 1850 the society undertook the publication from the original manuscript of the early records of the Massachusetts Bay Co. and colony, with annotations by Mr. Haven, the librarian. This important work, so well begun, was continued under the auspices of the commonwealth and under the editorial supervision of a member of the society.

About this time the attention of the council had been drawn to a field of antiquarian research, where it was supposed that interesting and curious discoveries might be made. The State of Wisconsin, and the neighboring sections of the country, had within their limits a peculiar class of mounds, differing essentially from those found elsewhere. These had been denominated animal mounds, because their outlines exhibited the forms of various animals. Birds, beasts and fishes were imitated in the shapes of these elevations, sometimes on a scale of such magnitude that it was only in the process of surveying that the forms were developed. Specimens of these singular works had been drawn by United States engineers engaged in surveying those regions, and some of them had been shown in the publications of the Smithsonian Institution.

The council employed I. A. Lapham, Milwaukee, experienced in topographical and other scientific surveys, for a tour of exploration among these mounds.

The wanton neglect of the memorials of earlier times has often been commented upon. It is related that several pictures of Correggio were used at Stockholm to stop the broken windows of the royal stables, and that a portrait of one of the most illustrious fathers of New England, now in one of our American colleges, was once employed for a similar purpose.

Indeed, it is unhappily true that it is more to the vandalism of man than to the ravages of time that the destruction of ancient monuments is most largely due.

Not only has the discovery of ancient manuscripts made possible the making of history extending to very ancient times, but the quest often becomes of romantic interest. This can not be better illustrated than in the discovery by Tischendorf of the Sinaitic manuscript in the Convent of St. Catherine, at the foot of Mt. Sinai.

Contributions of this sort, of greater or less importance, are constantly being made through the labors of the investigators. Within the present year Professor Scheil of Paris, the eminent Assyriologist, has discovered a cuneiform tablet which establishes the order and names of five dynasties earlier than 2300 B. C.

A subject to which much space is given in the proceedings is that of the origin of our population. Attention is drawn to the fact that the theories upon this subject had fallen somewhat into disrepute because of the absurdities of those who tried to prove too much and who warped and colored facts to suit their needs, and that the aboriginal remains at the West had often been misconceived and misrepresented in the endeavor to account for them upon the supposition that they were the work of an offshoot from some European or Asiatic nation more or less civilized. One hypothesis, elaborately argued and tenaciously clung to, was that the lost tribes of Israel had found refuge in America.

The question was regarded as an open one until after the middle of the century, fertile in the elements of controversy and one which was commended to the society for serious consideration. It was suggested that the facilities of access from Asia are certainly greater than those from Europe, and that the same winds that bore the Japanese junk to the neighborhood of the Columbia River could have carried thither the fleet of Kubai Khan, described by Marco Polo as having disappeared in a mysterious manner on a voyage of conquest against Japan, and believed by many writers to have been driven to this continent.

Mr. Haven, for so many years the accomplished librarian of the society, issued in the early fifties, under the auspices of the Smithsonian Institute, an elaborate paper upon the archaeology of the United States, with opinions respecting vestiges of antiquity. It is no doubt due to his profound interest in this subject that the attention of the society was so pointedly directed to it. He had been for many years of the opinion that the prehistoric forms of civilization on this continent were purely of native origin.

At about this time Charles Deane edited, under the auspices of the Massachusetts Historical Society, the long lost manuscript journal of William Bradford, governor of the Plymouth Colony, the original of which was later to be returned to Massachusetts through the efforts of another of our members.

At the annual meeting, Oct. 21, 1862, reference is made to the close of the half-century of the life of the society, but the commemoration of the event was deferred, as the report says, to " happier and more peaceful times."

At the annual meeting in 1863 the address upon the half-century commemoration was prepared by Rev. Dr. William Jenks, who delivered the address just fifty years before, in 1813, and was one of the four survivors of the original members; the other three being: Gov. Levi Lincoln, Josiah Quincy and Dr. John Green.

In 1866 the society was associated with the establishment by George Peabody of a museum and professorship

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of archaeology and ethnology in connection with Harvard College by the appointment of Stephen Salisbury as one of the trustees, his successors to be the future presidents of the society. This endowment was said to be "the first instance in this country of the establishment of an independent provision for the promotion of investigation in an important branch of the study of history."

The year 1868 is notable as that of the death of Hon. Levi Lincoln, the last survivor of the charter members. He was graduated from Harvard College in 1802, was a member of the State Senate, and in 1814, of the House of Representatives, in which he prepared and offered the protest of the minority against the act authorizing the Hartford convention; was a member of the convention of 1820 to revise the State constitution, and one of the commissioners under the act for the separation of Maine to make partition and apportionment of the public property; speaker of the Massachusetts House of Representatives; lieutenant governor, associate justice of the Supreme Judicial Court, governor of the Commonwealth, member of Congress, councilor of this society.

Although the subject has been referred to in a general way, the first direct reference I have found in the proceedings to Darwinism by name was in 1868. This seems rather strange in view of the fact that the "Origin of Species" was published in 1859. Darwin had begun his journal as early as July, 1837. His faith was then shaken in the fixity of species. He made an abstract of his facts in 1844, and showed it to his friend, Sir Joseph Hooker, the botanist, who, with Sir Charles Lyell, the geologist, knew of his labors. Alfred Russel Wallace, a celebrated naturalist at work in the East Indian Archipelago, reached, independently, the same conclusion as to natural selection.

Their joint production, together with a full statement of the facts, was presented to the Linnaean Society of London, July 1, 1858. Darwin said that if he could convince Lyell, Hooker and Huxley, he could wait for the rest. This subject was under discussion at the annual meeting in 1868, when Doctor Ellis said that he had removed from his shelves five volumes of Sir Charles Lyell's geology because Lyell had abandoned his "principles" and asserted his new system with equal assurance.

ANTIQUARIAN HALL,· HOME OF SOCIETY FROM 1820 TO 1850
Located on Summer Street, this Building is now Being Demolished to Make Way for a Modern Structure

The variety of subjects considered at the meetings may be interestingly illustrated by turning to that discussed at the annual meeting in 1871, when Charles Sumner, in commenting upon the report of the council suggesting the idea that the Pacific would be our Mediterranean Sea, said that the unity of European capital renders it doubtful if the United States ever regains its power on the Atlantic Ocean, and it must improve its opportunity in the other direction. The Pacific is essentially ours, and it is of vast importance that all our rights there be jealously guarded and defended.

Our members have always had a prominent part in the administration of the affairs of the state and nation, and, at times and through them, the society has been

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closely identified with the political history of the country. Isaiah Thomas was twenty-one years old at the time of the Boston massacre, which has been designated as " the first act in the drama of the American Revolution," and his influential part in that great event need not be repeated here. In the War of 1812 the influence of some of our leading members was hostile to the policy of the government. Josiah Quincy was the leader of the Federalist party in Massachusetts, and vigorous in his denunciation of the war. Webster, too, opposed it, but more temperately.

The society owes much to the services of its librarians. Isaiah Thomas had charge of the library and cabinet until the October meeting in 1814, when Samuel Jennison was chosen, and served until 1826. Mr. Jennison, while not college bred, was a learned man and an able writer. He was a member of many literary and historical societies and a large collector of biographical material, much of which is in the possession of the society. He was succeeded by William Lincoln, a son of the first Levi Lincoln. He was graduated from Harvard College in 1822, and practiced law in Worcester, was associated with Christopher C. Baldwin in publishing the *Worcester Magazine and Historical Journal*, was editor of the *National Aegis*, and under appointment from Gov. Edward Everett, edited the journals of the Provincial Congress, Committees of Safety and County Conventions for the years 1774 and 1775.

His most important work was the history of Worcester from its first settlement in 1664 to 1836. Christopher C. Baldwin, succeeding Mr. Lincoln, became acting librarian at the October meeting in 1827, having been elected a member at the same time, together with Charles Allen, Emory Washburn and Jared Sparks. In May, 1830, Mr. Baldwin moved his law office to Barre. He said that there were too many lawyers in Worcester, being above twenty, either to make the profession profitable or reputable, that he only made $500 a year, and that the business was growing less. " Many," said he, " go out a-Maying and more to see the girls." He moved from Barre to Sutton, but returning to Worcester, again became librarian, April 1, 1832, and held the office until his death in August, 1835. During his absence the office was filled by Samuel M. Burnside, Esq. The society is indebted to Mr. Baldwin for many of its rare publications, and particularly for its large and valuable collection of American newspapers. He had a strong taste for the pursuits of the antiquary and genealogist. In writing to the Rev. Aaron Bancroft in 1832, then on a visit to Cincinnati, he asks him to interest himself in the mounds in the Ohio Valley, and to procure, if he could, a collection of the " skulls of the unknown, forgotten people who built the mounds and forts and inhabited the country before the present race of Indians."

In 1834 he sought to secure from Temple Cutler, son of Manasseh Cutler, the records and papers of the Ohio Co., and wrote:

" Their preservation will identify the name and memory of your father with the original formation of one of the most powerful states of the Union."

Mr. Baldwin did not confine his labors to the library, but took great interest in the grounds as well. He set out hundreds of trees about the old building on Summer Street, with his own hands, most of which he dug in the woods and carried to their destination upon his back. " They will," said he, " afford a comfortable shade for my successor if I should not live to enjoy it myself."

Mr. Baldwin died Aug. 20, 1835, as a result of an accident in the upsetting of a stage near Norwich, Ohio. October 23 of that year William Lincoln, his close personal friend, delivered an address upon his character and services before the society in the Unitarian Meetinghouse, which stood then as the building which replaced it now stands, south of the Court House.

Mr. Baldwin was succeeded by Maturin L. Fisher, acting librarian for two years, who then moved to Iowa. Samuel F. Haven was elected in October, 1837, and entered upon his duties in April of the following year. He was elected to membership at the October meeting. He continued in the office until April, 1881, when he resigned, and during this period of forty-three years his reports form a most important part of the proceedings. The first report, made in October, 1838, contains the statement that, " on commencing his duties, the present librarian found himself in the midst of a library almost overflowing with the results of the diligence of his predecessor and of public and private liberalities."

The large variety of subjects which Mr. Haven treated in his reports have been briefly summarized by one of our associates as follows:

American archaeology and exploration; Mexican antiquities; mound builders; Dighton rock; the ante-historic period of the Old World; lake dwellings; the stone age and flint implements; the improved method of cataloguing; tribute to Humboldt; account of the founder of the society, his services during the Revolution, as printer, as historian of printing, and collector; the characters and writings of the Mathers; the Brinley library; Dr. Bentley's papers; broadsides; the literature of the Civil War; examination of the Popham Colony; our early magazine literature and lost historical papers.

Mr. Haven was succeeded by Edmund M. Barton, now librarian emeritus, of whose devotion to the interests of the society through his many years of faithful service we all have personal knowledge, and for whom we wish a serene and happy old age.

Mention has already been made of the men who organized the society, and the list is a notable one. Until his death in 1831 Isaiah Thomas was the dominating force, in large part paying its expenses.

He was succeeded in the presidency by Thomas Lindell Winthrop, a graduate of Harvard, state senator, lieutenant governor, member of many learned societies, of whose relations to this society Doctor Jenks said he " was ever punctually and faithfully devoted to its interests even to the close of life."

Following him was the gifted Everett, clergyman, member of Congress, governor, minister to the court of St. James, president of Harvard College, secretary of State, successor to John Davis in the Senate of the United States, statesman, orator, scholar. He, in turn, was succeeded by John Davis, graduate of Yale in the class of 1812, lawyer, member of Congress, governor, United States senator.

Stephen Salisbury was president from 1854 until his death in 1884, and up to that time, by general consent, was accorded a place second only to that of Mr. Thomas in the value of his services and amount of his benefactions. Mr. Salisbury occupied a distinguished place in this community. He was not only a man of education, social prominence and large affairs, but an excellent classical scholar. His frequent participation in the proceedings is marked by sound sense and sound learning.

The Rev. Edward Everett Hale, then a resident of Worcester, was elected to the society in 1847, and from that time until his death, a period of upward of sixty

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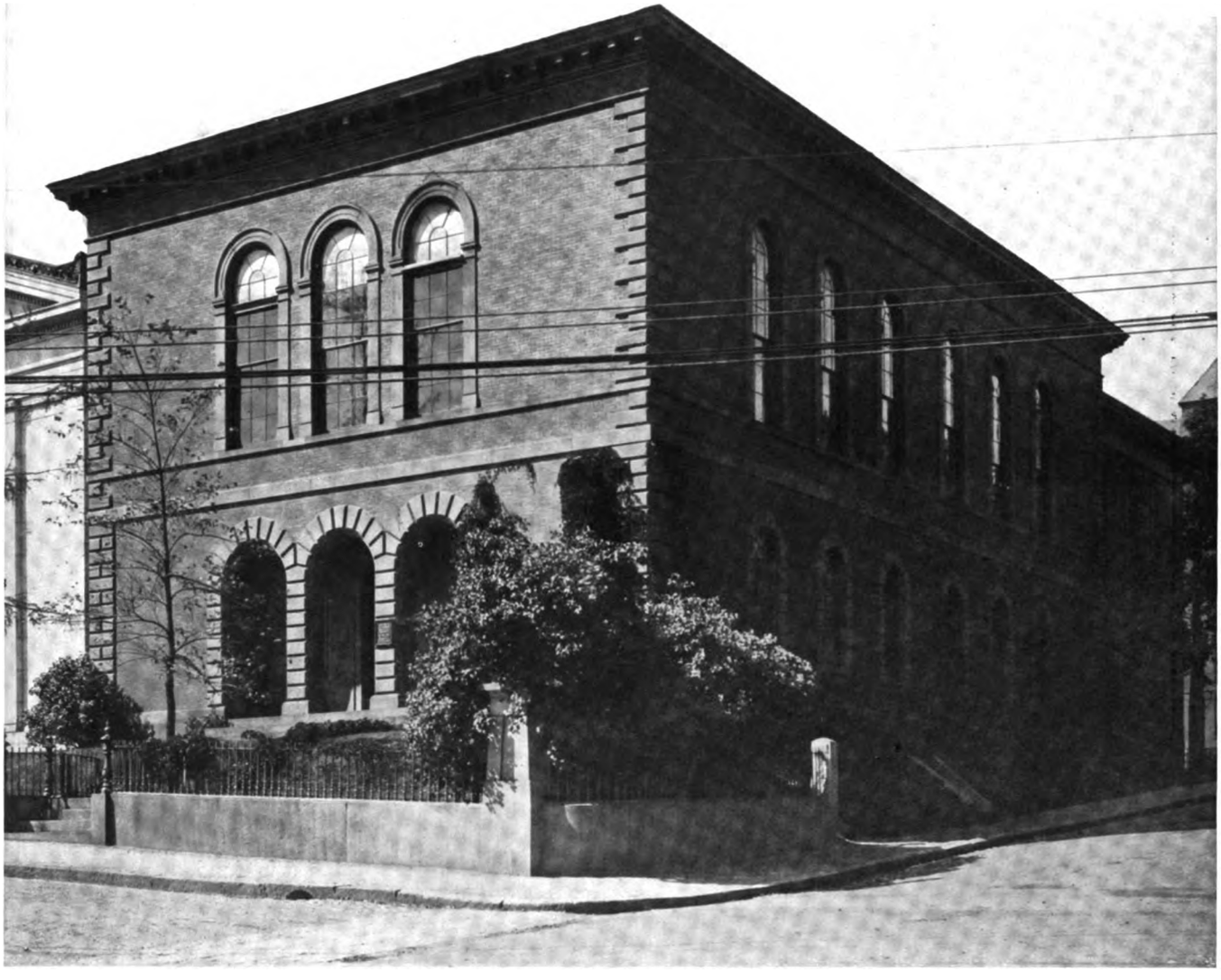
years, was a constant contributor to the proceedings, and for a short time served as president. His informal contributions had a peculiar charm.

Senator Hoar was elected to membership in 1853, and was a constant contributor to the proceedings, and president for a time. I think that perhaps as good an illustration as any of his fondness for the pursuits of the antiquary is to be found in the return of the Bradford



Antiquarian Building, Lincoln Square, Home of Society from 1850 to 1911
This Structure was torn down in 1911 to improve the Grounds about the Court House

manuscript to this commonwealth in 1897, by the bishop of London.

Stephen Salisbury, Jr., was for years an active and highly useful member of the society. He was deeply interested in the literature of Central America, and the results, direct and indirect, of his visits to Yucatan are to be found in the proceedings. He was president from 1887 until his death in 1905. The gifts to the society of the father were only exceeded by those of the son.

It so happens that the oldest of our associates in membership and the oldest in years are both residents of Worcester and both happily present to-day.

Nathaniel Paine, born in 1834, bearing the honored name of a charter member, elected to membership in 1860, treasurer for forty-five years, member of the council since 1863, a frequent contributor to the proceedings, recipient of an honorary degree from Harvard University in recognition of his accomplishments as an antiquary.

William Addison Smith, born in 1824, while John Adams and Thomas Jefferson still lived, graduated from Harvard College in 1843, associated with the society since 1867, of which may be said, as was once said of the British Scientific Association, that membership seems to bring with it an assurance of long life.

The easy access to these treasures is in happy contrast with the exclusiveness of the Fan family in China at that time, whose library contained upward of 50,000 volumes, of whom it was said that each member of the family had a key to his own lock so that the library could only be opened by the consent of all and in the presence of all.

The immediate and peculiar design of this society has been declared to be to discover the antiquities of our continent, but the broader purpose is a desire to contribute to the advancement of the arts and sciences, as well as to assist the researches of future historians.

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A Possible Solution for the Auditorium Problem

The Offer of Mr. Oscar Hammerstein to Include Worcester as a Unit in His Chain of Grand Opera Houses of this Country, Explained by the Great Producer Himself, Showing the Varied Usuages to which Such a Structure Might be Placed between Grand Opera Seasons

THAT greatest of all grand opera producers, Mr. Oscar Hammerstein, has paid Worcester the distinguished honor of being one of twenty cities in the United States to be selected as a possible site for one of his proposed grand opera houses in which grand opera may be presented on the same scale of magnitude and magnificence which to-day exists only in New York, Paris, Berlin, Milan, and St. Petersburg.

Mr. Hammerstein's plan, outlined in detail in the following copy of his original announcement was confirmed and explained by Mr. Hammerstein personally at a conference with Worcester citizens in the office of this board on October 10, to attend which he made a hurried trip from New York.

The conference was necessarily a somewhat brief one because of a night engagement in New York which Mr. Hammerstein could not cancel. Yet it was an exceedingly valuable one if Worcester views the project favorably.

It brought out primarily the fact that Mr. Hammerstein is a business man as well as artist, and as such does not expect nor ask for something for nothing, in the full meaning of the phrase. Neither does he expect that the chain of magnificent structures shall remain as monuments to grand opera alone for forty-eight weeks in a year, to be opened only during the period that the various masterpieces are being produced. Instead he believes that there will be a constant demand and use for the building for various meetings, and it is here that the project assumes an additional interest for Worcester.

The need of a large hall or auditorium in this city to accommodate sizable gatherings in proportion to the rapidly increasing population of the city has been admitted for many months, and Mr. Hammerstein offers at least a partial solution to the problem. To quote from a letter bearing directly on the project in Worcester:

" I agree to give up the house on certain dates for the free use of the Worcester Music Festival, public political meetings, conventions and civic functions; the use of the stage for such meetings, including the seating capacity of the house, will bring the total capacity to over 3000.

" By arranging for the occupancy of the house with the great and ponderous dramatic and musical attractions other than grand opera, and which can not be presented now for the lack of proper houses throughout the country, the financial return is such as to fully insure the holders of the mortgage as to the interest due."

Acting on Mr. Hammerstein's proposition the directors of this board have gone on record as being profoundly interested in the matter as one worthy of careful consideration, and a special committee of which the vice-president, Mr. Albert H. Inman, is chairman, has been appointed to further consider and ascertain local sentiment on the offer.

Mr. Hammerstein has accepted an invitation to come to Worcester again at a later date, when he can devote more time in the Heart of the Commonwealth and go over the situation personally in more detail.

His offer and requirements are outlined in the following copy of his personal announcement to this board, which is reprinted in full through the numerous inquiries which have been received since his visit to Worcester on October 10:

" My avowed intention to build an opera house in every prominent and progressive city in our country and my conduct or that of my successors of grand opera therein, periodically at first, permanently in course of time, has obtained publicity through the press as no other project of modern times put before the public by a single man ever received.

" Universally almost has been its acclamation.

" I herewith reprint my original announcement of August 19:

" Since my return from Europe and the announcement of the possibility of re-entering the field of grand opera in this country, I have been besieged with requests from prominent representatives of many cities of magnitude to include theirs in such possible representation of grand opera for periods covering a week to several months. All of these places are annually visited by stray companies under the title of grand opera organizations bearing the stamp of rank provincialism.

" 'What we want,' these promoters say, 'is real grand opera, such as we have heard in the Manhattan and Metropolitan Opera Houses. Great artists, twenty, thirty, forty of them—hundreds in the chorus, complete ballet, with a prima ballerina, special scenery with each opera; elaborate costumes to fit the periods, an orchestra of real musicians, sixty to eighty; conductors of renown and an army of adjuncts, stage managers, electricians, property men, wig makers, prompters, supers, dressers, ballet master, stage carpenters, machinists, accountants, advance agents, press agent, not excluding an efficient and trustworthy call boy.'

" And the eager and enthusiastic solicitors go on to say, 'Our town is willing to pay handsomely for such an organization, and give you adequate guarantees.'

" The impossibility of accepting these propositions, enticing as they are from a commercial as well as an artistic standpoint, lies in the fundamental fact that outside of New York, Philadelphia, Boston and Chicago, there exists no edifice, theatre, auditorium or hall fit to give grand opera in, such as they demand. Makeshifts are possible in these places, but makeshift grand opera is not grand opera. The many auditoriums throughout the country are either too large or without proper stage facilities; the theatres are mostly too small for the purpose, and vary in size of stage; to adapt the intricate and costly scenery, specially made for grand opera productions, to such variations is wholly impracticable; the interior construction, seating capacity, stage openings and space for the orchestra differ with each house; the obtaining of a continuous route for one, two or more weeks is next to an impossibility; the item of railroad fare for an organization of such magnitude alone would be conjuring financial disaster.

" It is obvious that under these circumstances the large cities in this country, excepting New York, Philadelphia, Boston and Chicago, can ever hope of securing the greatest of all attractions, the most sublime of enter-

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tainments—grand opera—for short periods even, except in tabloid form.

" I have given this apparently unsolvable problem many years of study. The phenomenal and constant growth of our population, the accumulation of wealth, the wide evidence of refinement, in musical culture especially, are the factors that bring about this deeply rooted desire for higher degrees of entertainments.

" I believe I have found the solution of the problem referring to grand opera, and intend entering practical demonstration.

" Inasmuch as I have erected nine theatres and three great opera houses in New York, Philadelphia and London, and inasmuch as my directorate of grand opera is a matter of record, I am entitled to authoritative consideration in both directions.

" My plan of procedure is as follows: I will erect in every city of prominence, with the assistance of those interested in the progress and welfare of their city, outside of New York, Philadelphia, Boston and Chicago, an opera house of fireproof construction, seating about 2000, including forty to fifty private boxes. The fundamental feature is that all these houses are to be alike in size, with noble and imposing elevation, fronting about 125 feet and with a depth of about 225 feet. It is not necessary that the ground for the same should be of extraordinary value; imperative is that the stages and all electrical and mechanical features are to be exactly alike, also that the orchestra space must be for no less than seventy-five musicians and that the dressing rooms are to accommodate no less than from 200 to 300 people, designed also to serve as dormitories for the chorus, musicians and extra personnel of a grand opera organization, a section of the house to serve as a storage room for stock scenery. It will be seen that the construction and embellishments and architectural features of these houses being alike, their cost is vastly below any estimate for a single one.

" The existence of such houses throughout the country makes the presentation of grand opera, in all the term implies, a certainty. The undertaking then assumes a national character. It opens a new field and never-dreamed-of opportunity for the furtherance and elevation of musical culture in this country. A city possessing such a house adds to its attractiveness and places a stamp of intellectual progress upon its citizens. Civic pride will become the reigning factor in the creation and maintenance of such an edifice. The locally financial aid which I will require is comparatively trifling when the beneficient vastness of the project is taken in consideration.

" I will prove that from a commercial standpoint, even, an institution of this kind has promising features. I have under contract, actual and optional, a large number of the foremost operatic singers—Italian, French, German and English. I will create a grand opera ensemble of artists, chorus, ballet, musicians, etc., such as the greatest of opera houses in the world would be proud to possess. I have an unparalleled outfit of new scenery and costumes for the production of the operas, ancient and modern, of the repertoire of to-day. This, in connection with the stock scenery permanently installed in each opera house, and annually added to, insures productions of the highest artistic standard.

" By way of further, though cursory, illustration, I mention two continuous lines of operatic centres to house one or two grand opera organizations each season. One would comprise Albany, Syracuse, Buffalo, Rochester, Detroit, Cleveland, Pittsburgh, Cincinnati, St. Louis, Kansas City and Denver; the other, Baltimore, Washington, Norfolk, Richmond, Atlanta, Birmingham, Nashville, Memphis, New Orleans, Galveston, Houston, Dallas and San Antonio.

" Each of these cities will be sure of a season of grand opera for two or three weeks every year. They would prove the great musical event of the winter. I see no difficulty (and I have already taken inaugurative steps) to provide a large number of concerts and other attractions of magnitude and dignity for such houses. The similarity of construction and the great stage facilities offer unparalleled opportunities.

" Leaving aside the commercial aspect of this great undertaking the existence of these many opera houses will give an impetus to the furtherance of operatic knowledge and the cultivation of musical taste bordering almost on the chimerical.

" I feel that these houses, as well as the whole project, will prove the birthplace for permanent grand opera in the vernacular by individual organizations in each large city of this country. Where is there to-day an opportunity for the thousands and thousands of talented and musically gifted young Americans, girls especially, to appear in their own country? Nine-tenths of the legion of such, first studying and then wandering in Europe, become lost in the cesspool of obscure so-called grand opera houses of Europe. There exists no reason why at least ten, if not all, of the houses should not be ready for occupancy in a year hence. Plans are now being prepared by my architect.

" To this I now add: Theatres in this country have been built by individuals according to their own notions or that of an architect. Most of these were entirely unfamiliar with theatrical affairs. There are hardly two theatres alike in construction in this country, either in size or seating capacity or size of stage. The result has often been an unjust indictment of the producer of attractions. To send one of pretensions and magnificence 'on the road,' as it is being called, is an impossibility almost, on account of variations in construction of the theatres in existence. In one town the theatre has an unremunerative seating capacity and a very large stage. The next town has the reverse. The result is a cheapening and artistic diminution of the attraction, unlike the one originally shown on a metropolitan stage.

" In reference to presentation of gigantic grand opera performances the impossibility is apparent.

" Leaving aside the almost incalculable moral benefits my whole project will accrue, not alone in localities, but the country at large, I will first dwell upon the commercial side of my plan, matured and shorn of anything visionary.

" A community (residing individuals or corporations) in sympathy with my intentions is required to grant and to make over to me or a construction company headed by me, a desirable plot of ground, measuring 125 feet front and 225 feet deep, located on a wide thoroughfare, preferable on a corner, if not, abutting on a street or alley in the rear. The erection of an opera house, imposing and dignified, on such plot of ground will immediately increase the value of all adjoining properties, if not of all real estate values in the city, so that the grant of this one plot vastly repays itself. Furthermore, I must be guaranteed the acceptance of first mortgage bonds for a liberal amount, considering the cost and expenditure for the structure, at a most liberal

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rate of interest running ten years, covering the land and building, subject to all existing customs in the building trade, and loans on real estate, and subject also to conditions insuring the use of the edifice primarily to grand opera. The erection of theatrical structures, fireproof and substantial, is subject to special laws and conditions enforced by the building bureaus of each city. Therefore, calculation of the real cost of construction is not difficult.

" Built singly (without duplicate in other cities) the cost of such structures would probably reach an expenditure of about $700,000.

" Apply the x-rays of solid business investigation on this proposition, the question is in place: 'How will this structure pay interest and taxes?'

" Not touching for the moment the question of the primary use of the building for grand opera presentations —the fact of the existence and the chain of such buildings on connecting railroad lines and centres, their equal dimensions of auditorium and stage and working facilities, insures their occupancy by all pretentious and dignified dramatic, vocal and orchestral attractions traveling through the country, in preference to any existing hall or theatre. For local singing and other societies, for balls and civic assemblages, opportunity of publicity for local talent, dormant in obscurity, a home is created.

" All in all, the revenues from these sources alone insure the payment of interest on the mortgage bonds and capitalization without any doubt.

" Without the possession of such structure and chain of such, the presentation of grand opera, in all the name implies, is an impossibility and will be for decades to come.

" With its presence each community will annually have its grand opera season for as many weeks as the size of population and musical atmosphere will command. It will have grand opera on a scale of magnitude and magnificence which to-day exists but in New York, Paris, Berlin, Milan and St. Petersburg. With each succeeding year its attendance will increase; with each succeeding year the love for this most sublime of all entertainments will grow. It preaches; it ennobles."

One Accomplishment of a Traffic Bureau

Varied are the benefits derived from the operation of a Traffic Bureau in connection with a commercial organization of the type of the Worcester Board of Trade, a department which it is hoped will soon be added to this board. From time to time, in this magazine, mention has been made of some of these various valuable helps to the shipper and receiver of freight as worked out in other cities, and there is at hand at this writing a report from the Traffic Bureau of the Merchants Association of New York to the effect that it has procured for its members the issuance of instructions forbidding the erasure, by agents of carriers, of weights inserted by shippers in bills of lading or shipping tickets.

Commenting on the work accomplished the report says:

" The Traffic Bureau has secured the issuance of instructions for receipting of bills of lading or shipping tickets where actual weights are inserted therein by the shipper, without the erasure of the weights.

" Upon information that it was a common practice on the part of some of the carriers' agents in signing bills of lading for shipments forwarded from New York city, where the actual weight was inserted in the bill of lading, to cross out the weights before receipting for the property, thus leaving the bill of lading incomplete and without information as to the weights, the matter was taken up by the Traffic Bureau for correction.

" As the shipper, in making out the bill of lading and inserting the weight therein, indicates that the property was weighed and that the weight so inserted was correct, it was held that the weight should not be impaired, and that the receipt should be issued accordingly, unless the carrier should find the shipper's weight to be in error and was in a position to substitute the correct weight.

" The uniform and standard bills of lading indicate in the weight column that whatever weight is inserted therein is subject to correction, which implies that if the shipper's statement of weight is found to be incorrect, then the carrier is to supply the correct weight and assess charges accordingly.

" Carriers' agents have been instructed that in future they are not to erase or cross out the weight inserted in the bill of lading by the shipper, unless the shipment has been weighed by them before the weight is erased, in which case the correct weight is to be inserted.

" Where weights are inserted in the bill of lading or the shipping ticket by the shipper, care must be taken to insert only the actual weight.' "

The Worth of Civic Organizations

Mayor W. J. Stern of Erie, Pa., that great lake city of half the size of Worcester, places the value of a commercial organization to a municipality at better than 18-karat fine. Commenting on the worth of these organizations during a session on " Civic Awakening," at the annual convention of the League of American Municipalities at Buffalo, he said:

" Let us consider for a moment the value to a city of the civic organizations. These are usually known as the Chamber of Commerce, Board of Trade, the Commercial Club or Business Men's Exchange. The membership of these organizations is made up usually of business men, professional men and mechanics who pay their dues and give their time to the organizations, the objects of which are to promote the business, social and civic interests of the city and surrounding community. It is the money spent by these bodies that advertises most of our cities; it is resolutions passed by these organizations that have much bearing upon national and state legislation; it is usually the assistance given by these associations that makes large social functions and patriotic celebrations possible; it is principally the thought of men who compose these civic bodies that is making the demand for better municipal government."

Bureau of Information

The American Manufacturers' Export Association has decided to establish a Bureau of Information for Buyers, as an adjunct to the work of the association for the promotion of the American export trade.

The plan provides for the appointment of special agents in Europe, the far East and the Latin-American Republics, who will notify the Association of the sailing of merchants or buyers to this country. Upon their arrival they will be received at the landing port and brought into touch with American manufacturing exporters of the desired articles. American manufacturers will also be notified of the visits of foreign merchants and buyers.

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In Appreciation of Services Rendered

Resolutions Unanimously Adopted by the Directors of the Board of Trade Testify in a Formal and Permanent Manner Its Profound Gratitude to All Parties Who Contributed to Make International Day In Worcester a Success

AS evidence of appreciation for the loyal support of state and city officials and the residents of Worcester given this board in connection with the visit of the delegates to the Fifth International Congress of Chambers of Commerce to this city on September 30, the following resolutions were unanimously adopted by the directors of the Board of Trade, at a meeting held on October 10:

The Worcester Board of Trade, having conceived, launched and carried to a successful completion the project of an International Day in Worcester, desires in this formal and permanent manner to testify, through its Board of Directors, its profound gratitude to the State of Massachusetts and to the following citizens of the commonwealth, through whose sympathy, zeal and co-operation the thirtieth day of September, 1912, was made an epochal occasion, not only in the history of this board, but in the annals of Worcester.

First, we desire to return our thanks to the Commonwealth of Massachusetts for the gracious contribution of $2500 towards the expenses of the day. We desire to specially mention Hon. Winfield Scott Schuster, the honorable councillor from this district, and Hon. J. Stearns Cushing of Norwood, who were conspicuously active in rendering this signal service to Worcester. To them and all their fellow councillors we return our sincere thanks.

We desire to express our appreciation of the courtesy and prompt co-operation of the governor, the adjutant-general, Maj. P. L. Rider, and the military forces lodged in this city, in allowing us the use of the Armory of the Massachusetts National Guard for the dinner party on the evening of the thirtieth of September. In this connection we desire to specially thank Capt. Thomas F. Foley, whose company was entitled to the use of the drill shed on that day, and who gave it up to this board and its guests, and also Captain Wheeler, whose co-operation in connection with the Battery headquarters was most valuable. We desire to thank the armorer and his assistants for many courtesies and their active and intelligent interest at all times. We desire to specially commend and thank the military detail, which had charge of the distribution of the souvenirs and the seating of the guests, for their excellent appearance, gentlemanliness and admirable response to suggestion.

We desire to set forth our appreciation of the presence and brilliant address of his honor, the lieutenant-governor, Robert Luce, and of all the other speakers: His honor, the mayor; Hon. Charles G. Washburn; Hon. S. A. Daudelin. The addresses were worthy of Massachusetts' fame as the mother of statesmen and orators, and if they were flattering to Worcester, were not fulsomely so.

We desire to specially declare our profound obligation to Rev. Joseph N. Dinand, S. J., president of Holy Cross College, for the beautiful and unusual invocation to Almighty God which preceded the dinner. Its tenor was not only profoundly reverential, but considered solely as a literary effort it afforded a superb example of that masterly prose of which President Dinand is so conspicuous an exponent, whether he speaks in the tongues of the living or the dead. We are also under obligation to him for his most appropriate suggestion of the Latin motto, "Haec Res Et Jungit Junctos Et Servat Amicos," which graced the menu and crystallized the sentiments of the day.

We desire to extend our congratulations and thanks to the Howard-Wesson Company for unusual excellence and painstaking study and prompt co-operation in planning and executing the artistic details of the souvenir and the menu. Their work in both brochures was of such high order as to deserve special commendation. We desire also to express our appreciation of the industry, intelligence and artistic skill displayed by Mr. Edward H. Marsh, secretary of the Commonwealth Press, and a member of this board, in arranging the souvenir booklet. The unstinted praise bestowed on this work proves that in the graphic arts, as elsewhere, Worcester excels.

Very special praise is also due to George W. King & Son, who printed the menu for the dinner. This masterpiece fairly rivals, if it is not actually superior, to any piece of printing laid before the International Congress at any of the fetes tendered them in America.

The thanks of the board are also due to the Blanchard Press for its great promptitude in publishing the list of guests present at the dinner, the same being compiled and printed within five hours of the occasion, without an error.

We would also thank the Davis Press for excellence in printing. In fact the typography of the affair from the beginning marked a distinct advance over anything ever seen in Worcester, and would not have been possible to craftsmen less remarkable than those Worcester boasts.

We desire to thank the Worcester Mailing Company for unremitting zeal and characteristic thoroughness and promptitude in forwarding the thousands of preliminary notices to the members and others. We desire to thank Ex-asst. Sec. Willard E. Freeland for many artistic suggestions and for characteristic loyal co-operation in carrying out all the details of the affair committed to his charge. We desire to specially thank Mr. A. P. Cristy, chairman of the Committee on Decoration of the City, for the generous use of the columns of his paper, contributing thereby largely to the success of the event. We desire to compliment Mr. John B. Wheeler of the Committee on Product Publicity for his publicity work, and we desire to extend our felicitations to the entire committee, of which he was a member, for the beautiful souvenir which they sponsored. We desire to thank the whole body of the press for their many courtesies.

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We desire to express our great gratitude to the Royal Worcester Corset Company, to Mr. M. J. Whittall, to the Norton Company, to the United States Envelope Company, to Hon. James Logan and to Mr. Louis H. Buckley, for the magnificent entertainment accorded our guests during the day. It had about it that personal touch which redeemed it from all perfunctoriness and informed it with the genuine essence of sincere and loving hospitality.

We want to take this opportunity for specially expressing our appreciation of the services of Mr. Louis H. Buckley, a director of this board, in charge of the Committee on Itinerary. His duties were among the most onerous performed by any officer of the corporation, and were discharged with the precision, the clarity of vision and the satisfactoriness that always stamps the true executive. No small share of the day's triumph is due to Mr. Buckley.

We wish to thank his loyal and energetic assistants, Capt. E. G. Barrett, who was in general charge of the automobile detail, and City Messenger William H. Pratt, Benjamin F. Curtis, Earle Brown and Herbert L. Adams and their several aids, for the brilliant, untiring and resourceful way in which they carried out their particular portion of the day's programme.

We desire to extend our thanks to the manufacturers who, by their financial co-operation, made the publication of the souvenir possible, and to the following named who kindly offered to throw their plants open to the inspection of the visitors: Baldwin Chain & Mfg. Co., Arcade Malleable Iron Works, Graton & Knight Mfg. Co., Crompton & Knowles Loom Works, Massachusetts Corset Company, Corset H Company, Harrington & Richardson Arms Co., Sherman Envelope Co., Whitney Mfg. Co., Norton Grinding Co., Morgan Spring Co., Hobbs Mfg. Co., William H. Burns Co., Heywood Boot & Shoe Co., J. E. & W. G. Wesson, Worcester Slipper Co., Bickford & Sweet, S. Porter & Co., George C. Whitney Co., M. S. Wright Co., Simplex Piano Co., Weber Piano Co., Stewart Boiler Works, Rice, Barton & Fales M. & I. Co., Whitcomb-Blaisdell Machine Tool Co., Matthews Mfg. Co., Morgan Construction Co., Reed-Prentice Co., Worcester Pressed Steel Co., Standard Plunger Elevator Co., Heald Machine Co., Stockbridge Machine Co., Howard Bros. Mfg. Co., Allen-Higgins Wall Paper Co., O. S. Walker & Co., Webb Granite and Construction Co., Economic Machinery Co., Wright Wire Co., Osgood Bradley Car Works, Edgeworth Mills.

We wish to express our gratification at the magnificent response made by the automobile owners of Worcester to our call for cars in which to convey our guests about the city. These cars were not only most generously tendered, but in many cases their owners accompanied the machines all day and saw our visitors off at night, thus not only welcoming but speeding the departing guests from beyond the seas.

In this connection we desire to place on record our sincere appreciation of the courtesies extended by Miss Arabella H. Tucker, president of the Worcester Woman's Club, and the members of that organization, who, together with Professor Webster of Clark University and other linguists, labored with so much intelligence and fine feeling to make the day memorable to our women guests, and who tendered them a lunch as well as the freedom of their clubhouse.

We wish to thank Mr. Walter H. Allen, chairman of the special Committee on Tickets, for the loyalty to Worcester which he displayed on this occasion—a loyalty which may well serve as a model to many of us who have lived here longer.

We can not sufficiently acknowledge our obligation to both Mr. and Mrs. George M. Bassett for the time and attention which they gave to the banquet details. The caterer, Mr. A. A. Brigham, scored perhaps the most distinguished success of his career, but no small credit for the unusual and unexpected excellence which characterized this great dinner was due to the mastery of detail shown by Mr. Bassett, which covered days of preparation and left absolutely nothing undone. The striking floral decorations were due to Mrs. Bassett's direction and energy and to the thoughtful co-operation of her friends.

In this connection Mr. George A. Park, who had general charge of the decorative scheme, is entitled to much praise for having added still another triumph to those he has hitherto achieved.

The General Committee, in charge of the whole affair, which labored so zealously, is to be congratulated on its success, and to them and to all others, who contributed in any way in making the visit of the International Congress of Chambers of Commerce the success it proved, this board tenders its profoundest thanks.

The above resolutions offered by Albert H. Inman were, on motion of Hon. Daniel E. Denny, amended so as to read, in addition to the above,

Voted, that the thanks of this board be also tendered to the president, Edward M. Woodward; to the vice-president, Albert H. Inman; to the secretary, Herbert N. Davison; to the assistant secretary, William J. Conlon; and to the entire office force for their labors in connection with the visit to this city, Sept. 30, 1912, of the foreign delegates to the Fifth Congress of the International Congress of Chambers of Commerce.

As thus amended the resolutions were unanimously adopted.

Car Replacement

Railroads of the United States must face the problem of replacing all their wooden passenger coaches with steel cars between June 1, 1915, and Jan. 1, 1918, if several bills pending in Congress become laws, according to the *American Shippers' Gazette*. The probability of such legislation being enacted has caused the Committee on the Relations of Railroad Operations to legislation of the American Railway Association to issue a circular of inquiry to the carriers. Replies have been received to this from 255 companies, operating 219,089 miles of road in the United States, and having an aggregate of 55,872 passenger cars in use, with 1211 more under construction, Jan. 1, 1912. Of the total number of cars 48,126 are of wooden construction, 2399 have steel underframes and 5347 are entirely of steel. Of the cars being built 84 were to be of wood, steel underframes were specified for 196 and 931 were to be entirely of steel. An estimate of the cost of replacement puts the number of cars which would have to be built at 48,126, the total cost of which would be $632,746,000, with an annual interest charge of $31,637,300. The charge to operating expense under the classification of accounts of the Interstate Commerce Commission, assuming a value of $4000 on each car replaced, is fixed at $192,504,000.

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Worcester A Quarter Century Ago

November 1887

The Common Saved

The agitation relative to selling a portion of the Common to the United States government to be used as a site for the proposed new Federal Building was concluded at the State election held this month.

The matter was put before the voters on a referendum vote, and by a majority of nearly two to one the voters rejected the plan.

Out of 12,935 registered voters in the city, 9574 voted on the question, of which 6292 were opposed to giving up any part of the Common; while 3282 favored the old historical spot as a site for the post office.

Commenting on the vote the Worcester Spy, a strong opponent to the plan, said editorially:

"The people of Worcester saved their Common yesterday by a vote of two to one. This will doubtless end agitation on that subject. No city government in the face of so emphatic an expression of the popular will can dare to make any further move in the direction of putting new encumbrances on the people's pleasure ground, and no combination of citizens can have hope of putting the post office or any other building there, and therefore will not attempt it."

Odd Fellows' Building

Members of Worcester lodges of Odd Fellows began an agitation during this month to build a block to be owned and operated by the various societies.

While nothing definite was accomplished during the month the matter received consideration and was widely discussed.

The most satisfactory plan at the time was the construction of a five-story block, in the vicinity of the post office, in which there could be accommodations on the street floor for stores.

Safe Deposit Vaults

The State Safe Deposit Co. opened for business this month with quarters in the Insurance block on Main Street, the first institution of its kind for the storing of valuables in Worcester.

The vaults were of the latest type, burglar and fireproof, known at the time, while the offices and ante-rooms were fitted up in an attractive manner.

Mr. A. George Bullock was president of the company, and Mr. Henry M. Witter was secretary.

New Laboratory

Ground was broken during the month for the new Salisbury laboratory building of Worcester Polytechnic Institute.

The building of the structure attracted considerable attention in educational circles, inasmuch as it was to be the largest and finest building of its kind to be erected by any technical school in the country.

Reduction in City Debt

There was rejoicing in City Hall this month when it became known from the city auditor's statement that the net debt of the city reached the lowest point since 1870.

The figures showed the debt to be $1,951,374.77, a reduction of $236,824 from the preceding year.

It was the first time in sixteen years that the debt was below $2,000,000.

Newspapers commenting on the excellent showing attributed it to a demonstration of the value of the Municipal Indebtedness Act, and the wisdom of the "pay as you go" policy, which the city adopted three years previous.

Awards in Water Cases

It cost the city of Worcester $172,202.85 for damages to mill owners alone in the taking of Tatnuck Brook as a source of water supply for the city.

This was made public during the month in the report of the special commission, appointed to hear evidence and make awards in the cases.

In all, awards were made in twenty-three suits, totalling $134,010, with interest bringing the grand total to $172,202.85.

In addition to the above, fees amounting to $3300 were charged for the service of the commissioners.

On the commission were: George O. Shattuck, Edwin S. Philbrick and L. J. Powers.

Clock Placed in City Hall

The clock of the Old South Church, which was saved when that edifice was torn down during the summer of 1887, was put in position in the cupola of old City Hall during this month.

The relic was saved intact, with the single exception of new dials replacing the old ones, which had become badly damaged during the process of removal.

The work of placing the relic in the cupola was watched with interest by large crowds of citizens.

Increase in Freight Business

The amount of freight, both incoming and outgoing, in 1887 was the greatest in the history of the city.

Business became so great during this month that the Boston & Albany added extensively to its service in this city.

Four additional train crews were added to the Worcester yards, bringing twenty-eight additional employees to the city.

To further improve service and provide for quicker moving of freight trains from the city, authority was given the Worcester despatchers to order moving of the trains, which hitherto had to come from the Boston despatcher.

A National Convention

This month was an important one in convention circles, one especially being of importance as an advertisement for the city.

This was the National Convention of the French-Canadian journalists of this country and Canada.

A large number of delegates from all parts of America attended the sessions, which extended over two days.

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City Affairs

CITY COUNCIL MEETING
October 7, 1912

A hearing before both branches of City Council on the proposed Diagonal Street from Washington Square to Madison Square, which was recommended by the Municipal Commission on Relief of Street Congestion, brought out an unusual number of tax payers to this meeting.

A number of citizens were heard in favor of the suggestion, and there was no opposition voiced at the hearing.

Ex-mayor Philip J. O'Connell presented the case of the petitioners. Addresses were made in behalf of the plan by Prof. Arthur French, Worcester Polytechnic Institute; Orlando W. Norcross, William H. Sawyer, Frank A. Drury, Dr. Joseph H. Kelley, Alfred L. Aiken, Charles Franklin Stevens, Edward T. Esty, Alexander Belisle and Thomas J. Sawyer.

It was brought out that it was proposed to build the street on a loan, getting permission from the Legislature to borrow on a forty-year loan outside of the debt limit of the city.

It is estimated, it was reported, that the cost to lay out the street will not exceed $1,250,000, and that the city may hope to realize enough on later sale of land seized to reduce the net cost to between $600,000 and $700,000.

An order was adopted increasing the police force by one lieutenant, four sergeants, two inspectors and twenty patrolmen, after considerable discussion.

The following sums were ordered transferred from unexpended balances: One thousand nine hundred and fifty dollars to street department salaries account, $1250 to fire department salaries account, $2000 to fire department hay and grain account, $26,500 to public school salaries account, $4000 to public school janitors' salaries account, $300 to public school truant officers' salaries account.

An order was adopted appropriating $177,000 to the inspection and construction of public buildings department for construction of a hospital for communicable diseases; the loan for which was authorized at the preceding meeting.

Numerous orders for street construction, water and sewer pipe extension were adopted.

The aldermen and common council failed to agree in the matter of providing four portable schoolhouses in response to a plea from the School Committee to provide six at estimated cost of $10,000.

The Finance Committee reported in favor of four portable schoolhouses at cost of $7000, and the aldermen adopted the order. The common council sent the order back to the Finance Committee for reconsideration in non-concurrence.

CITY COUNCIL MEETING
October 21, 1912

Debates on various matters kept both branches of City Council in session until a late hour at this meeting.

In the Board of Aldermen hearings on various highway petitions made the session a long one. Chief among these was a hearing on a petition for the widening of Park Street from Main Street to Salem Square. Hon. Philip J. O'Connell appeared in favor of the petition. The chief remonstrant was Alderman Hugh H. O'Rourke, who left his aldermanic seat to appear as a private citizen in remonstrance. Action on the petition was deferred.

An order to increase the pay of Street Commissioner Frederick H. Clark from $3000 to $4000 a year was tabled by Common Council, after it had been adopted in the upper branch. Action followed spirited debate in both branches.

Twenty reserve patrolmen were added to the police department on appointments submitted by the mayor.

The appointment of Dr. Joseph A. Smith as a registrar of voters, sent in a second time by Mayor O'Connell, was rejected again by the aldermen.

Two councilmen resigned at the meeting, both to seek aldermanic election in their respective wards in December. William H. Nelson of ward 1 and Charles F. Garrity in ward 4.

Orders were adopted transferring $15,000 from water rates to water department account; $5000 from balances in city treasury to overseers of the poor department; $1500 from liquor license fees to inspection and construction of public buildings for ordinary repairs of schoolhouses; and $300 for repairs and improvements of police buildings; $5000 from city treasury to health department; and $4000 to health department, isolation hospital account; $750 to city messenger department.

An order was also adopted authorizing a loan of $30,000 for development of Asnebumskit water supply.

A large number of orders were adopted for street lights in various parts of the city.

The Common Council laid the order for hiring the Auditorium, at a cost of $857.10 for a school gymnasium, on the table until the next meeting, after the aldermen had adopted the order. The order was held for additional information.

CITY COUNCIL MEETING
October 28, 1912

Considerable left-over business was transacted at this extra October meeting.

Arthur J. Young was elected a trustee of City Hospital to fill a vacancy caused by the death of Dr. Albert Wood. He received the nomination in a caucus of Republican members over George M. Wright, Dr. Frank P. Barnard and Thure Hanson.

Mayor O'Connell submitted a message urging immediate action to relieve congestion in Trowbridgeville school, recommending a two-room addition to cost $8000. It was referred to the Committee on Education.

The aldermen receded on former action, and the city solicitor was instructed to petition the general court for legislation, authorizing three year terms for liquor license commissioners.

An ordinance regulating erection and use of billboards or structures was passed to its third reading.

Dr. Joseph A. Smith's name was again submitted to the aldermen as registrar of voters, and was rejected for the third time.

The Common Council again held up action on an order to increase the salary of Street Commissioner Frederick H. Clark from $3000 to $4000 a year.

Several orders for water and sewer pipe extensions, street lights and minor street repairs were adopted, and a batch of petitions for various improvements were referred to their respective committees.

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Editorial Reflections

Corn Raising in New England and Its Debt to this Board

In all its history the Worcester Board of Trade never made a greater contribution to human good than in carrying to a successful completion the New England Corn Show of 1910.

Coming at the very close of an era of agricultural depression in New England (the acreage given up to corn in the great state of Maine in 1909 being one-half what it was thirty years ago) the results of this Corn Show put new life and vigor into every farmer and every farmer's family in these six states.

So much has been said and written of an adverse nature, the milk question in all its ramifications had proven such a source of irritation, the farmer's life had so many drawbacks, that in many of the New England States he was, as the phrase goes, " about ready to lie down and die."

But the action of the Worcester Board of Trade in exploiting New England's possibilities as a corn raising section put an entirely new face on affairs. In the first place it showed the farmer that his problems were matters of consequence to others beside himself; he learned for the first time that one of the greatest of the New England commercial organizations was not only profoundly interested in his welfare but was anxious that he should prosper.

That of course made for good feeling. But that was not all. The farmer and particularly the corn raiser found that it was profitable to specialize in corn. He not only discovered that there was money in corn, but that more of it could be raised per acre from New England soil than anywhere else in the United States.

N. Howard Brewer of Hockanum, Conn., the energetic young farmer who was the excellent president of the Corn Show held here, succeeded in raising 133⅓ bushels of shelled corn on an acre in the old Nutmeg State, while Lester S. White, another Connecticut man residing at Collinsville, followed him with 160.4 bushels of shelled corn per acre (harvest measure). Mr. Collier's corn proved by analysis to equal 112.68 bushels of shelled corn, containing 12 per cent. moisture, the average in crib-dry corn.

A. S. Hathaway, a Maine man, residing at Monmouth, has a record of 131.8 bushels of shelled corn per acre, and Massachusetts follows suit with 127 bushels per acre, raised by Perley R. Davis of Granby.

These yields show what corn growers can do in New England when they go about it right.

The skeptic, of course, will say that these are exceptional yields, that these four men used an abundance of fertilizer, planted a dead fish in each hill, and all that; but the fact remains that throughout New England, under perfectly normal conditions, the corn yield is very much greater per acre than it is in the so-called corn belt itself. In 1909, before the present intensive culture of corn began, Maine was raising 38 bushels of shelled corn to the acre, New Hampshire 35.1 bushels, Vermont 37 bushels, Massachusetts 38 bushels, Rhode Island 33.2 bushels and Connecticut 41 bushels.

Put over against this, Michigan with 35.4 bushels; Iowa, the great corn state, with 31.5 bushels; Nebraska with 24.8 bushels and Kansas with only 19.9 bushels, and New England doesn't shine so badly.

As to prices, corn in 1909 sold in Maine for $.80 a bushel, in New Hampshire for $.76, in Vermont for $.73, in Connecticut for $.75, in Massachusetts for $.81 and in Rhode Island for $.97.

In that same year corn brought in Kansas but $.54, in Nebraska but $.50 and in Iowa only $.49 a bushel. The average for the whole country was 59.6 cents, very much less than the lowest price received in New England.

This year, in spite of the enormous production, corn is at the highest point in years, and the crop is almost, we might say, worth its weight in gold.

In the light of all the above the Worcester Board of Trade can well claim to be directly responsible for the renaissance of corn growing in these six states.

The farmer no longer despises this crop. On the contrary he at last realizes that the raising of corn will in the future, if followed with intelligence, make him independent, and place him in the same position that the cotton planter of the South now occupies, where he is literally, when he looks upon his fields, monarch of all he surveys.

The first New England Corn Show carried to a successful completion by this board means an increase of agricultural wealth to New England amounting to hundreds of thousands of dollars annually, and is perhaps as useful and far reaching a contribution to human happiness as was ever made by a commercial organization in the North Atlantic States.

The one soon to be held in Boston will be watched with interest. For purposes of comparison it ought to show greater yields and further encouragement to the farmer all along the line.

Heart Throbs that Stir

From reports so far received Worcester does not suffer by comparison with any of the United States' cities visited by the delegates to the Fifth International Congress of Chambers of Commerce.

Writing from Detroit, one of the cities visited, Milton Carmichael, a former secretary of the American Association of Commercial Executives, says: " Having read about all of the published accounts of the trip of the International Congress of Chambers of Commerce I wish to state that yours, in my opinion, was the broadest and most comprehensive. It will no doubt do your organization much good in foreign lands."

Hon. Henri Martin of the Swiss Legation at Washington writes expressing his delight at the " beautiful reception tendered the delegates in Worcester," and asking for a souvenir pennant of the city to be sent him.

Hon. Adolfo Ruiz of Hermosello Sonora, Mexico, writes asking that this board send him a copy of our by-laws and all other literature pertaining to this board and this city, that we can spare, including the names of our leading business men, in order, as he says, " that we may try and create a still larger trade intercourse with you."

All of which is gratifying, immediate evidence of the far reaching effect of the magnificent demonstration of welcome tendered our visitors, under the leadership of this board, by the citizens of the Heart of the Commonwealth.

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
USA

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Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
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ERNEST P. BENNETT, DANIEL E. DENNY, S. FOSTER H. GOODWIN,
GUSTAF A. BERG, C. HERBERT DEFOSSE, ARTHUR R. HAVEN,
JOHN E. BRADLEY, FRANKLIN B. DURFEE, ALBERT H. INMAN,
EARLE BROWN, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARK N. SKERRETT,
EDWARD M. WOODWARD.

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LOUIS H. BUCKLEY, MARCUS L. FOSTER,
DANIEL E. DENNY, ALBERT H. INMAN,
EDWARD M. WOODWARD, *ex-officio.*

Membership Committee.

J. HARVEY CURTIS, *Chairman.*

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WILLIAM H. BALCOM, JAMES F. HEALY,
JULIAN F. BIGELOW, AUSTIN A. HEATH,
W. LEVI BOUSQUET, ARTHUR B. HOWE,
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HUGO FENCHEL, CHARLES H. WILLOBY.

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Athletics: HARTLEY W. BARTLETT.
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Taxation: JOHN H. BRADLEY.
Transportation and Railroads: MARCUS L. FOSTER.

Washington Square Improvement: ARTHUR C. COMINS.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON

Assistant Secretary and Advertising Manager Worcester Magazine,
FREDERICK W. MOZART.

October Directors' Meeting

Special Committee Appointed on Opera House Project—Report and Resolutions on Entertainment of Foreign Visitors—Other Matters

The October meeting of the directors of the Worcester Board of Trade was held Thursday evening, October 10, at 8 o'clock. Present: Edward M. Woodward, chairman; Albert H. Inman, Frank S. Fay, Franklin B. Durfee, Daniel E. Denny, Arthur R. Haven, Arthur C. Comins, Gustaf A. Berg, a quorum.

The records of the last regular and special meetings were read and approved.

President Woodward stated that he had appointed Albert H. Inman chairman of the Special Committee on the Opera House Project.

He stated that Mr. Oscar Hammerstein of New York City had been a guest of the board that afternoon, but had been obliged to leave at 5 o'clock for New York, but would come here again later. A letter was read from Mr. Hammerstein by the secretary, outlining briefly his demands in connection with the opera house project. In brief he asks for a donation of a lot of land, 125 x 225, and for the investment of not less than $350,000 on a mortgage running ten years. He will invest as much more of his own money, providing an opera house costing not less than $700,000, and is willing to pay a reasonable rate for the use of the $350,000 for the period mentioned.

The president also made a statement with reference to the visit to this city of the foreign delegates to the International Congress of Chambers of Commerce, and a financial exhibit was made by the secretary, showing receipts sufficient to meet the expenditures incurred in connection therewith.

Prof. C. B. Breed was then introduced and explained at some length the plans which he had drawn in connection with the abolition of the Northern grade crossings. The plans were exhibited for the benefit of the directors.

A statement was then made by the secretary with reference to the visit to this city of the Baroness Bertha Van Sutner.

He stated that the Committee on Peace and Arbitration, through Mr. Charles T. Tatman, one of its members, and in behalf of Professor Blakeslee of Clark University, had asked this board to contribute a sum, not exceeding $25, to pay the expenses of Baroness Van Sutner for the purpose of delivering a lecture on international peace.

He stated that the Woman's Club, the Public Education Association and the Twentieth Century Club had united to pay the remainder of the expenses involved in connection with the lecture, and on motion it was

Voted, That this board spend a sum not exceeding $25 as its portion of the expenses of Baroness Van Sutner's lecture.

The secretary then brought up the matter of this board's continuing as an affiliated member of the American Civic Association for the year ending Oct. 1, 1913, at an expense of five dollars, and on motion it was voted that we discontinue our membership in said Association.

A communication from the Spokane Chamber of Commerce, asking this board to endorse the proposition to change the name of the Panama Canal to the American Canal, was laid on the table.

A communication was received from Paul N. Turner of 68 William Street, New York, calling attention to the fact that he has a motorcycle of new design which he desires to manufacture. Matter was referred to the Committee on New Enterprises, as was a communication from A. R. Monett of 320 Broadway, calling attention to this board to a motor street-cleaning machine which he is anxious to manufacture and market.

A letter was received from the American Agricultural Association from Chicago, Ill., calling for an expression of opinion from this board with reference to the feasibility of erecting a $5,000,000 agricultural building in the city of Chicago. Communication was laid on the table.

Resolutions adopted at the Fifth Annual Convention of the Atlantic Deeper Waterways Association at New London, Conn., were read for information.

An invitation was received from the National Rivers and Harbors Congress of the United States to attend its ninth convention at Washington, D. C., December 4, 5, 6. The matter was left with the president with power.

Mr. Albert H. Inman then offered the following resolutions, embodying the thanks of this board to the ladies and gentlemen who had assisted the organization in the exercises incident to the visit to this city of the Fifth International Congress of Chambers of Commerce.

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Report of the Port of Worcester

CHARLES H. PINKHAM, *Deputy Collector of Customs*

The quarterly report of the Worcester port of entry for the three months ending October 1, as prepared by Deputy Collector Charles H. Pinkham, shows 11,106 packages of imports received, having a gross value of $376,657.

Of these goods $299,532 were dutiable, on which were collected in duties $105,204.72.

The report for September shows 5085 packages received, valued at $172,696, and on which duty was collected amounting to $50,053.15.

The countries from which the goods were imported, and their nature, follow:

Germany: Cotton cloth, leather goods, wire heddles, bicycle parts, woolens, personal effects, toys, crockery, glassware, metal and leather goods, metal ware, plaster casts.

England and Scotland: Wool, wood patterns, books and religious articles, pictures, machinery, linen thread, linen goods, brandy, furniture, earthenware, wearing apparel, salted hides, garden seeds, woodenware, plaster casts, fishing rods, cotton lace, personal effects and photographic discs.

Canada: Crude artificial abrasive, books and household effects.

France: Silks and church vestments.

Holland: Bulbs and pickled fish.

Italy: Olive oil.

Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., Oct. 21, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	165	
Merchants National Bank	195	200
Worcester National Bank	210	220
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	213¼ last sale	
Boston & Maine common	100 last sale	
Boston & Worcester Elec. common	8½	10
Boston & Worcester Elec. pfd		50
Fitchburg preferred	121 last sale	
New England Inv. & Sec. pfd	95	96
New York, New Haven & Hartford	138½ last sale	
Norwich & Worcester pfd	201⅛ last sale	
Providence & Worcester	276¼ last sale	
Worcester, Nashua & Rochester	150 last sale	
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	103
Graton & Knight Mfg. common	125	130
Graton & Knight Mfg. pfd	116	118
Norcross Bros. Co. pfd		100
Reed-Prentice common	70	85
Reed-Prentice pfd	101	103
Royal Worcester Corset Co	200	
United States Envelope common	100	101
United States Envelope pfd	118	120
Worcester Gas Light	300	305
Worcester Electric Light	295	300
Wright Wire Company common	102	
Wright Wire Company pfd	108	112

BONDS.

Amer. Writing Paper 1st 5s	90	last sale
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½%	basis
Crompton & Knowles deb. 6s	5%	basis
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	101	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1st 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Building Operations for September

	Cost Sept., 1912	Cost Sept., 1911	Per Cent. Gain	Per Cent. Loss
Akron	$335,650	$261,995	25	
Atlanta	568,587	487,087	16	
Baltimore	669,760	636,843	5	
Birmingham	470,262	240,792	95	
Buffalo	838,000	991,000		15
Cedar Rapids	330,000	171,000	92	
Chicago	7,210,900	7,613,100		5
Cleveland	1,379,315	888,440	55	
Columbus	513,025	510,779	1	
Dallas	351,225	399,972		12
Denver	331,600	433,150		23
Detroit	1,841,800	1,387,660	32	
Duluth	85,408	319,727		73
Ft. Wayne	354,340	166,200	11	
Grand Rapids	264,130	240,993	9	
Harrisburg	101,050	80,975	25	
Hartford	437,530	517,610		15
Indianapolis	1,000,540	750,280	33	
Kansas City	959,774	4,894,629		80
Memphis	644,515	276,440	133	
Milwaukee	823,989	1,222,159		32
Minneapolis	1,211,075	1,002,850	20	
Nashville	84,144	101,207		16
Newark	708,625	515,201	37	
New Haven	325,765	434,568		25
New Orleans	211,170	297,560		29
Norfolk	97,740	156,354		37
New York	13,047,378	15,005,543		13
Oakland	646,436	500,708	29	
Omaha	476,050	464,658	2	
Philadelphia	2,798,700	2,390,885	17	
Pittsburg	1,343,749	826,036	65	
Portland, Ore	909,595	1,462,920		37
Rochester	969,936	882,267	9	
St. Louis	1,248,763	1,490,995		16
Salt Lake City	227,975	192,000	18	
San Antonio	151,592	148,611	2	
San Francisco	1,783,145	1,634,048	9	
Scranton	159,375	94,922	67	
Seattle	607,870	462,051	31	
Shreveport	86,590	86,323		
Toledo	336,605	345,873		2
Wilkes Barre	175,298	136,568	20	
Worcester	591,202	344,260	71	
Total	$47,710,178	$51,467,239		7

National Bank Clearings

Notable expansion in bank exchanges during the month of September clearly reflects the marked improvement in general business, the total of all cities in the United States, according to the statement compiled by R. G. Dun & Co., which includes returns from 128 leading centres, aggregating $13,109,454,250, an increase of 4.4 per cent. as compared with the same month last year and of 15.5 per cent. compared with the corresponding month in 1910.

The most satisfactory feature of the exhibit is the remarkably uniform gain shown by each section into which the statement is divided, the South Atlantic States only showing a small loss compared with last year, indicating that almost every portion of the country is sharing in the improved conditions. Moreover, the

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exhibit would have been much more favorable but for the fact that the month, this year, contained one less business day than either 1911 or 1910.

Notwithstanding that dullness generally prevailed on the stock exchange at New York city and that operations on the other speculative markets were in comparatively moderate volume, that centre reports a gain of 3.5 per cent. over last year, and 19.3 per cent. over 1910, so that the past month's favorable comparison is undoubtedly mainly owing to the large payments through the banks incident to the enhanced volume of current business transactions.

Gains of 6.2 per cent. and 10.9 per cent. respectively, over the September clearings of the two preceding years by the cities in the New England States reflect improvement in practically all lines, and especially in the textile and shoe manufacturing industries. Every city, except Lowell, reports gains over both years, which at Boston, Springfield, Fall River, Worcester, Holyoke, Providence and Portland are quite pronounced.

Well maintained activity in iron and steel products and other commercial and industrial lines results in an improved exhibit by the Middle Atlantic States, that section reporting gains of 7.7 per cent. over 1911 and 8.9 per cent. over 1910.

Somewhat less satisfactory conditions throughout the South Atlantic States are indicated by decreases at a number of cities compared with last year, although several report gains over both years, while the total shows a loss of 5.2 per cent. and a gain of 13.1 per cent., respectively. Quite a number of cities in the central South report losses, but, as a rule, they are very small. On the other hand good gains appear at other cities, and the total for the section makes an increase of 4.8 per cent. over last year and of 16.8 per cent. over 1910.

Generally prosperous conditions incident to unusually favorable crop returns, which have resulted in an active demand for all kinds of merchandise, are reflected in gains of 7 per cent. and 12.5 per cent. by the cities in the Central States. Substantial improvement is reported by Minneapolis and some other centres over one or both years, and these gains far more than offset the losses which still appear, so that the total for the Western States is 7 per cent. larger than last year and 2.3 per cent. in excess of two years ago. Most of the leading cities on the Pacific Coast report gains, indicating the prevalence of well maintained business activity, and the total shows gains of 5.5 per cent. and 12.2 per cent., respectively, over both preceding years.

Worcester, 160,120

The report of the meter readers employed by the Water Department in its annual canvass of the city, given out during the past month, places the population of Worcester at 160,120, an increase of 3758 in a twelvemonth.

These figures are accepted as the official census of the city, the data being collected by regularly employed men working under direction of Water Registrar George C. Hunt, whereas census takers, either employed by state or nation, are less experienced.

The enumeration of the water census for 1912 shows 158,920 persons using city water. To this number is added 1200, a conservative estimate of the number of persons living within the city limits who are not supplied with city water.

Exhibits of Balances

FRANK E. WILLIAMSON, *City Auditor*

The monthly statement of the city auditor to October 1 shows the net debt of the city to be $8,142,049.61, an increase of $494,861.40 over the same period in the year for 1911.

Loans authorized to date total $868,000 for the year.

Bonds maturing in 1912 total $546,000.

Draft for September bills amounted to $204,239.64.

Total amount expended in fiscal year to October 1, $2,291,177.

Balances of fiscal year unexpended, $568,511.69.

Local Bank Clearings

Bank clearings in Worcester for October, 1912, as reported from the Worcester Clearing House, show an increase of $781,103 over the same period for 1911.

The figures are: October, 1912, $12,645,892; October, 1911, $11,864,789.

Post Office Receipts

The receipts of the Worcester post office for the month ending October 31 show an increase of $3564.08 over the corresponding period for 1911.

Figures supplied by Postmaster James W. Hunt show the following comparison: October, 1912, $42,989.68; October, 1911, $39.425.60.

October Failures

Seven failures, involving liabilities of $133,107 and assets of $17,461, occurred in Worcester County in October, according to figures furnished by O. C. Ansley, manager of the Worcester office of the R. G. Dun Co., commercial agency.

The October record in 1911 was nine failures, representing liabilities of $99,856 and assets of $23,088.

Bankruptcy records for the same month in other recent years are:

1910—Failures, 6; liabilities, $9392; assets, $4250.
1909—Failures, 11; liabilities, $475,870; assets, $423,395.
1908—Failures, 8; liabilities, $113,573; assets, $45,023.
1907—Failures, 3; liabilities, $10,954, assets, $1425.
1906—Failures, 12; liabilities, $55,857; assets, $43,662.

Appreciation from Delegate

Mr. Alfred Heinsheimer, delegate to the Fifth International Congress of Chambers of Commerce, from Vienna, who was stricken with appendicitis while in this city on September 30, and who later underwent a successful operation and recovered under care of Dr. Edward H. Trowbridge, sent the following telegram to this board on the eve of his departure from America:

" NEW YORK, Oct. 21, 1912.

" WORCESTER BOARD OF TRADE:

" Before leaving America for Europe I wish to express my feeling of thankfulness for all your kindness and the care you provided for me. Accept, please, the assurance of thanks for your hospitality. I always shall keep most pleasant remembrance of my almost unvoluntarily prolonged sojourn in your city. Remember me kindly to Mr. Woodward, whom I was sorry not to meet when I called upon him and Mr. Buckley.

" (Signed) ALFRED HEINSHEIMER."

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Current Events

General

Oct. 2. Fifty-fifth Annual Music Festival opens in Mechanics Hall with Verdi's " Te Deum " and Horatio Parker's " Hora Novissima " presented before capacity audience.

6. Fifteen hundred people attend New Voters' meeting in Mechanics Hall.

12. Columbus Day observed with two parades, one under auspices of Knights of Columbus and allied Catholic Societies, bringing out 6000 marchers; and other in charge of Italian Societies bring out between 600 and 700.

13. James H. Mellen memorial monument dedicated in St. John's cemetery.

14. Hon. James Bryce, ambassador from Great Britain, speaks before Economic Club on " Thoughts on the Changes That Have Passed Upon the Position of Economics Within the Last Half Century."

16. Centennial of American Antiquarian Society observed with President William Howard Taft and other distinguished guests present.

18. Fall meeting of Massachusetts school superintendents brings 200 educators to Worcester.

19. Massachusetts state convention of the National Federation of State, City and Town Employees opens two days' sessions in Foresters' Hall.

21. Forty-sixth annual reunion of survivors of Fifteenth Massachusetts Regiment.

22. Annual meeting of Worcester Central Association of Congregational Churches at Park Congregational Church.

Dr. Charles L. Nichols re-elected president at annual meeting of Associated Charities of Worcester.

24. Annual meeting of Worcester Branch of Massachusetts Society for the Prevention of Cruelty to Children. Dr. Samuel B. Woodward re-elected president.

25. President Frank A. Drury of Merchants National Bank declines offer to vice-presidency of large New York national bank.

28. Closing week of political campaigns in Worcester opens with rallies and meetings in various parts of the city.

29. Worcester Merchants Association entertains business men from Worcester County towns at dinner at Bay State House.

Holy Cross night celebrated at College with reception to the scholars and alumni, by faculty.

30. Memorial Charity Club presents " Café Chantant " in Mechanics Hall for benefit of Memorial Hospital.

31. Three firemen injured in blaze that does $15,000 damage to Gilman Block and occupants.

Annual fall concert of Worcester Oratorio Society brings out large audience.

City Affairs

Oct. 1. School Committee recommends hiring of Worcester Auditorium as gymnasium for high school pupils,

2. Trustees of Worcester Independent Trade Schools ask for bids for construction of proposed addition to the Boys' Trade School.

3. Dora B. Sawtelle resigns as police matron after fifteen years' service.

Committee on Water recommends orders for construction work amounting to $5366.

7. Students numbering 350 enroll in night classes of Boys' Trade School.

16. Annual fall inspection of water reservoir and department shops by members of City Council.

18. School census shows 23,122 children, 324 less than in 1911.

19. Mayor O'Connell recommends purchase of four Knox fire automobiles, all combination hose and chemicals.

21. City Council confirms mayor's appointments of twenty additional patrolmen.

Appointment of Dr. Joseph A. Smith as registrar of voters not confirmed by aldermen.

Order to increase Street Commissioner F. H. Clark's salary from $3000 to $4000 tabled by Common Council.

Hearing on widening of Park Street before Board of Aldermen.

23. Committee on Ordinances recommends adoption of ordinance requiring that permission be granted before billboards can be erected.

24. Annual parade and review by Mayor and City Council of members of Worcester police department.

25. Petition filed with city clerk seeking to have Park Street widening matter referred to voters at city election on referendum vote.

26. Special Committee of City Council inspects stone crushing plants in and about Boston.

Fifty principals and teachers of New England schools inspect Worcester Trade School for Girls and are entertained by trustees.

Mayor extends time for receiving bids for plumbing contract of proposed hospital for communicable diseases.

28. City Council adopts order instructing city solicitor to petition Legislature for authority to pay Mary Daly $500 compensation for death of husband.

City Council approves assessments for street betterments, levied on abuttors of several streets.

Action on ordinance to change to three-year term the offices of fire chief and assistants held up through error in printed forms of ordinances.

Sub-committee on Schoolhouses of School Committee discusses plans to relieve school congestion.

29. Charles J. O'Hara elected chairman of Board of Registrars to succeed the late Richard Matthews.

Committee on Claims hears petitioners for damages in thirty different cases.

Closing public hearing on abolition of Northern grade crossings before commissioners in City Hall.

30. Fire Chief Wesley N. Avery signs contracts for two LaFrance and two Pope-Hartford combination fire trucks.

Eleven of new patrolmen assigned to work at Station 1.

Patrolman Fred Ames elected president of Worcester Patrolmen's Association, succeeding Fred W. Williams.

31. Chief of Police David A. Matthews plans to retire Nov. 30.

Industrial

Oct. 2. J. W. Bishop Co. awarded $120,000 contract to build addition to Thorndike Co. mills at West Warren.

4. James Miles & Son awarded $81,000 contract to build high school building in Natick.

5. Record Chemical Co. incorporates for $50,000, under laws of Massachusetts, with Ralph C. Fish as president.

15. E. J. Cross Co. awarded contract to erect trolley freight and express depot of Consolidated Street Railway Co.

19. Arbitration Board fixes scale of wages of Worcester Consolidated Street Railway Co. employees from 23½ to 28½ cents an hour.

22. Directors of Bancroft Realty Co. and Bancroft Hotel Co. consider bids for equipment, etc., of new Bancroft Hotel, not included in general contract.

James Miles & Son awarded contract to build new hospital for communicable diseases on bid of $125,457.

Stephen C. Earle re-elected president of Worcester Co-operative Bank at thirty-sixth annual meeting.

24. Osgood-Bradley Car Co. plans addition 155 by 280 feet to cost $35,000 to $40,000.

26. Central office of Worcester branch of New England Telephone & Telegraph Co. cut over into two exchanges on account of heavy increase in use of telephones.

Thirtieth anniversary of H. E. Stone Association, N. A. S. E., observed with banquet with Past National President T. N. Kelsey, New York, as principal speaker.

Albert S. Richey, professor of electric railway engineering at Worcester Polytechnic Institute, elected to grade of fellow of American Institute of Electric Engineering.

28. Sales force of Standard Plunger Elevator Co. has conference at Worcester headquarters.

John S. Harrington Co., automobile dealers, plans to remove office to Boston.

29. William W. Johnson elected deputy grand commander of Grand Commandery Knights Templars of Massachusetts and Rhode Island.

Necrology

Oct. 13. Of heart disease, at his home in Phillip Beach, Stephen Holman, founder of the Holyoke Machine Co. of this city, aged 92 years.

20. Of injuries sustained in fall, in Sunapee, N. H., Henry W. Badger, many years superintendent of apprentice work at Worcester Polytechnic Institute, aged 69 years.

22. Of heart disease, while on visit to Soldiers' Home in Chelsea, Col. George H. Harlow, former registrar of probate and prominent in Masonic fraternities, aged 61 years, 8 months and 12 days.

Of diabetes, at his home, 177 Russell Street, George H. Whiting, twenty years a member of the Worcester police force, aged 56 years, 5 months and 29 days.

25. Of old age, at Home for Aged Women, Mrs. Caroline (Pope) Nourse, one of oldest persons in this city, aged 94 years.

28. Of heart disease, at his home, 604 Main Street, Francis M. Hannant, many years assistant baggage master at Union Station.

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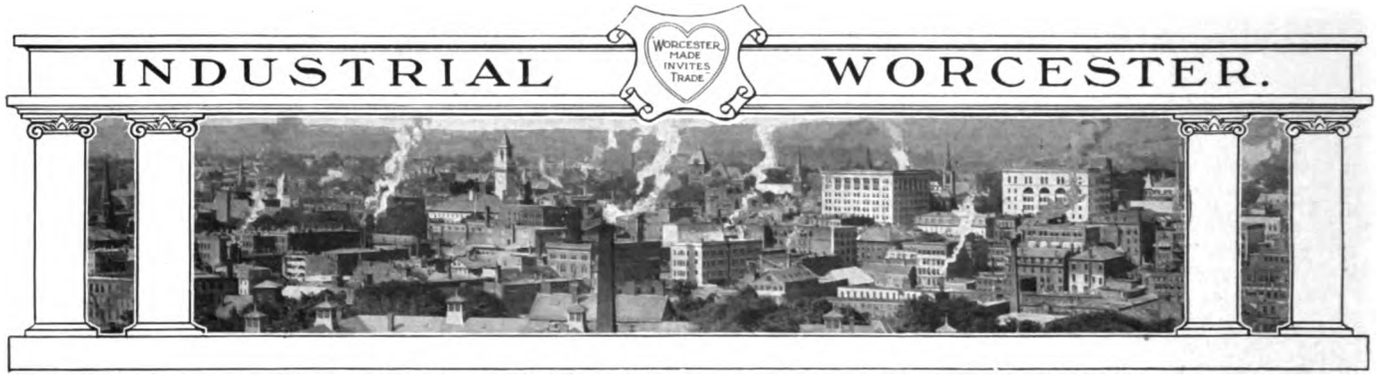

A Modern Home for the Graphic Arts of Worcester

The Graphic Arts building, under construction at Foster and Commercial Streets, is attracting considerable attention daily as the work progresses, due in part to the unique method of building and also to the speed with which the structure is going up.

As announced in the Worcester Magazine in September, when the Bigelow property was acquired as a site for the building, the structure is the first of its kind to be erected in the business district of this city. It is to be entirely of reinforced concrete and glass, and when finished it will tower eight stories in the air.

The Concrete Engineering Company of 141 Milk Street, Boston, is constructing the building, the work being in personal charge of Supt. J. C. Francis. Under him about 100 employees are laboring unceasingly from morning to night, mixing the concrete and pouring it in the many wooden moulds which are erected story by story, and, in which, the liquid concrete takes form and hardens.

According to the terms of the contract the building is to be finished and ready for occupancy on Jan. 1, 1913, a feat which, to the uninitiated, looks impossible to-day. However, Mr. Francis seems to have no misgivings or doubts about accomplishing the task, and says that his company will have fulfilled its contract to the last letter on that date. To substantiate this he points to the fact that work of demolishing the old rink, which stood on the site, did not start until August 12, and since that time, in twelve weeks to date, the old building has been razed and the foundation and three stories

FOSTER STREET ELEVATION OF NEW GRAPHIC ARTS BUILDING AS IT WILL LOOK COMPLETED

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of the new structure put up. From four to five months is all the time necessary to construct such a building, according to Mr. Francis.

The accompanying view, showing the Foster and Commercial Street elevations of the building, and which was completed during the last month, gives an idea of the size and excellent appearance of the building when completed.

The structure is 120 feet by 100 feet, with a concrete courtyard 30 by 30 feet in the rear. The total amount of floor space of the eight stories and basement will be upward of 100,000 square feet, distributed with approximately 11,000 square feet on each floor.

Many advantages are claimed by the builders in a concrete building of this particular type, among which are its fireproof qualities, conducive to low insurance, and the amount of light afforded on each floor.

THE BUILDING IN PROCESS OF CONSTRUCTION, SHOWING METHOD EMPLOYED BY CONCRETE ENGINEERING CO.

According to estimate made from the blue prints the Graphic Arts building will be 70 per cent. glass, there being 72 square feet of light area (windows) to every 26 inches of concrete. This is made possible, it is claimed, through the use of concrete for the entire construction, no space being necessary for supporting columns and keystones to support the building above the windows, as is customary in buildings of brick or stone construction. The structure will in reality be a building of windows, there being planned 126 windows on the Foster Street frontage alone, exclusive of the heavy plate glass show windows planned for the street floor.

The interior of the building, as shown in the blue prints, provides, it appears, excellent arrangement on every floor.

The street floor is being designed for stores, either wholesale or retail, though it is very probable that the former class of business will predominate. This floor is so arranged that either two or four stores may be laid out as necessity demands, when the building is completed.

The main entrance to the upper floors is to be on the Foster Street frontage, with an ornamental panel effect over the doorway in which will be inscribed "Graphic Arts Building." This entrance will lead into a main corridor, where will be located the main stairway and a passenger elevator. Two freight elevators are to be located slightly in the rear, where they will be of easy access to the rear entrance and loading platform. This loading platform will be in the form of a raised floor, to which wagons and automobiles may back and be unloaded or loaded, as the case may be, with a minimum outlay of energy.

The concrete courtyard extends outward from this part of the building, adjoining a passageway, which will have an outlet on Mechanic Street. This arrangement is considered ideal by the concerns that have already leased space in the building, as it provides a means of entrance of raw material and exit of finished products entirely separate and distinct from the front entrance.

The exterior of the building will be finished smooth, with a pleasing panel effect to offset the cold plain concrete walls. The more elaborate decorative features will be from the first to third floors and the top floor. Here it is planned to weave into the decorative scheme open books, done in concrete—typical of the use for which the greater part of the structure will be devoted. Already five floors of the building have been leased outright by graphic art concerns.

The top floor will be occupied by the Howard-Wesson Company, engravers and designers, whose business requires as much natural light as is possible to obtain. The seventh floor is to be used by the Joseph S. Wesby & Sons, book binders, and the three floors directly beneath by the following printers: Sixth floor, the Blanchard Press; fifth floor, the Commonwealth Press; fourth floor, the Davis Press. The second and third floors will probably be let for wholesale or jobbing purposes, which, together with the leasing of the street floor is in the hands of Maurice F. Reidy, State Mutual building.

When completed the building will be owned in the name of the Worcester Building Trust, of which the firm of Burgess & Lang, 50 State Street, Boston, who financed the deal, is trustee.

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The Growth of The W. L. Dines Co., Inc.

The William L. Dines, Jr., Co., incorporated, manufacturers of plantation machinery, have taken over a second floor adjoining the factory at 172 Union Street. The addition is considered a necessity by the corporation, not only to relieve crowded conditions in the present factory but to pave the way for a substantial increase in the capacity of the plant, which is already in sight through the acquisition of a number of new foreign customers.

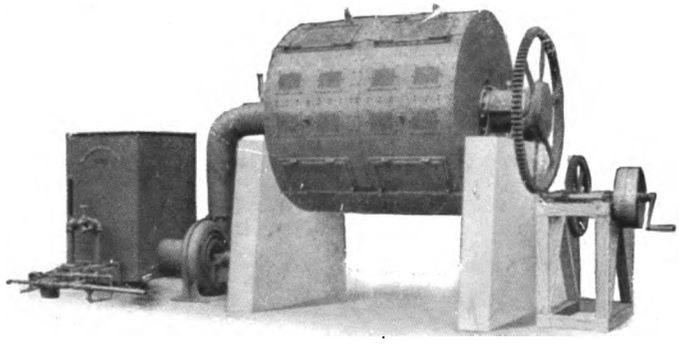
It is planned to have additional room equipped and ready for business on or about November 1.

For a concern established but two years the William L. Dines Co. has made remarkable progress. When the Marcus Mason Company removed to South Framingham, two years ago, Mr. Dines, who had

A Coffee Pulper

been general superintendent of the plant, remained in this city determined to engage in the manufacture of plantation machinery under his own name. Possessing a practical training in the business, which extended over a period of fifteen years with the Mason Company during which he worked up through the various departments until he attained the highest position in the factory proper, he felt well qualified to embark in business for himself as a manufacturer of that particular kind of machinery.

Consequently he tendered his resignation when the Mason Company removed. Shortly afterward he went to Mexico, where for three months he put in his entire time on plantations. There he had opportunity to personally meet and talk with the large planters and secure from them first hand views on the requirements and needs which ought to be embodied in first-class plantation machinery. This information, together with his practical experience in the past, has since been considered invaluable by Mr. Dines.

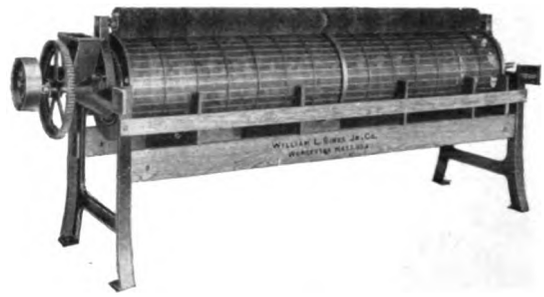


A Dines Coffee Dryer

On his return to Worcester Mr. Dines leased a single room in a building on Cypress Street, where, single handed he began work drafting plans and designing several makes of what he believed to be improved plantation machinery.

With the completion of this work Mr Dines proceeded to manufacture his machinery on a small scale, and his efforts were rewarded, for before the completion of the first year he had a force of fourteen men engaged at the work.

Orders for his new machinery continued to come in steadily from Central American planters, with the result that additional capital and larger quarters were a necessity to care for the business. The first was accomplished by incorporating the company in 1911, and the latter by removing from the Cypress Street factory to 172 Union Street, on April 1. At the new location double the floor space and facilities for manufacturing the machinery were secured, yet that



A Coffee Classifier

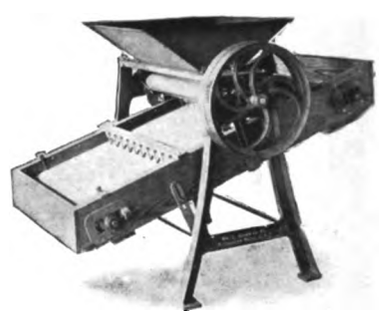
has since been found insufficient, and the corporation is making ready to take on at least as much more floor space, which will be practically equivalent to tripling the size of the plant within eighteen months.

While the corporation makes all kinds of plantation machinery, including special machinery of any design, efforts thus far have been concentrated in specializing in coffee plantation machinery.

Some of the machinery follows older makes with improvements, but in many of the pieces the Dines Company has designed entirely new machines, following ideas as outlined by Mr. Dines personally.

The company does an exporting business entirely, and during the past year have secured a firm foothold in Porto Rico, which is considered one of the best coffee raising countries on the globe to-day, and most keen to accept improved makes of plantation machinery. The largest contract filled by the Dines Company on this island, to date, was for the Jayuya Development Company, on whose plantation a complete plant was installed, with a capacity of 9000 pounds of coffee daily. Several other sizable contracts have also been filled in Porto Rico since Jan. 1, 1912, and several others are under way.

The corporation has also done considerable business in plantation machinery in Mexico and the various Central American republics.



The Coffee Separator

Recently it has branched out into South America, and has already set up a complete outfit of coffee machinery on one of the larger plantations in Brazil.

In developing the foreign trade Mr. Dines has adopted a system of his own, preferring to get his products introduced personally before engaging local representatives to secure orders. To accomplish this he makes regular trips to Central America and Porto Rico at regular intervals and from one to three months' duration. A knowledge of the Spanish language generally spoken in all the republics has assisted Mr. Dines in accomplishing this work. He is at present on one of these trips, planning to be in Porto Rico about a month and going from there to Costa Rica.

Six different kinds of coffee machinery, in various sizes and designs, are built by the Dines Company, one for each process the coffee bean is subjected to before it is ready to be exported. These

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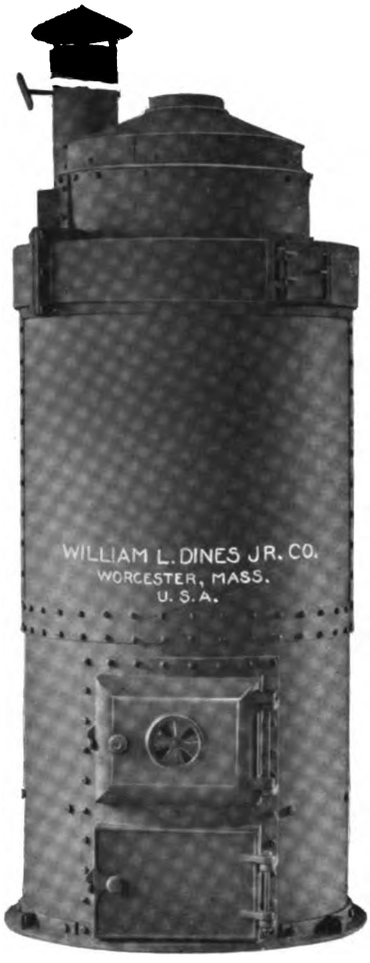
machines are known respectively as separators, washing machines, dryers, hullers, polishers and graders.

As an example of the worth of these modern machines it is said that in the dryers alone the drying process can be completed in hours where it formerly took days. The advantage of the new machinery may perhaps be more strikingly demonstrated by reference to the so-called "graders." On every coffee tree are eight different sizes or grades of coffee. These are altogether before reaching the grading machines, in which each size is assorted and deposited by itself.

While the corporation specializes in coffee machinery, as above stated, it also manufactures machinery for rice and cocoa plantations, in which departments it is also said to have been successful.



FIRE FURNACE TO GENERATE HEAT FOR DRYERS

Unlike the average manufacturer for export trade the manufacturer of plantation machinery is also in reality a commission merchant, and in this particular the Dines Company is also forging ahead. It has a department to supply engines and boilers for any sized steam plant for a plantation, including shafting, etc., and in fact any supplies or equipment needed, even to a typewriter or a keg of nails.

This department, according to Mr. Dines, is essential, because in a great many instances the corporation deals with the planter direct through the local representative, and he has neither the time nor inclination to spread his orders for various supplies and equipment through a half-dozen dealers.

In his improved machinery and new designs, peculiar to the Dines Company, Mr. Dines believes that he has an ever increasing market in sight, and within a comparatively short time inquiries relative to the company's machinery have been received from Japan, South Africa and East Africa, though no attempts had been made to develop trade relations, as yet, through local representatives in these countries.

New Factory for Whitney Co.

The Whitney Manufacturing Co., manufacturing stationers, expects to have its new factory, which is in process of construction on North Avenue extension, ready for occupancy about Jan. 1, 1913.

The plans provide a factory two stories high with a basement. It is of mill construction, about 168 by 160 feet. It is of brick and steel, mill construction. A concrete floor is being laid in the basement, which will be used principally for storage purposes. The building fronts on North Avenue extension. In the rear of the factory shipping platforms are being erected which will reach to the spur track. Fronting North Avenue extension will be the offices. In connection with the factory a garage has been constructed.

The factory is the first to be built on an extensive tract in the Greendale section owned by the Worcester Art Museum and fronting on the Boston & Maine Railroad, and which is being developed solely for manufacturing purposes.

A main spur track runs through the property from the railroad, from which additional spurs can be built as fast as factories are constructed.

The development for the Art Museum is in charge of the Salisbury Real Estate Office.

Union Water Meter Co. Addition

Union Water Meter Co. plans to make a wooden and brick addition to the wooden blacksmith shop building in the rear of its factory at 37 Hermon Street, to be used for the storage of sand and tools. The addition is to be 65 feet long, 16 feet wide and 11 feet high, with a tar and gravel roof.

The wall along the southerly line of the lot is to be of brick.

The present building is 40 feet long, 28 feet wide and 20 feet high, and when the addition is completed it will be 105 feet long, 26 feet wide and 20 feet high.

Gigantic Gas Tank

Work has been started during the past month by the Worcester Gas Light Co. on the construction of an enormous steel tank gas retainer, to be located at the Quinsigamond plant of the company.

The tank, as planned, will be 160 feet high and 210 feet wide, and will have a water capacity of 8,316,000 gallons. The tank will take about 2000 tons of steel to complete its construction.

The work is being done by the Riter-Conley Co. of New York, and will consume about a year to finish.

New Cold Storage Building

A $125,000 building is to be erected by the Worcester Cold Storage & Warehouse Co., which will be a duplicate for size and construction of the company's present warehouse and cold storage building at 106 Franklin Street.

The building is to be erected on the Grafton Street side of the present cold storage building. Ground has been broken for its foundation by Contractor Edward J. Cross, who is also to continue the work until the foundation is completed.

The building is brought about, as Worcester cold storage business has outgrown the present warehouse and the smaller storage plants about Worcester, and there is a constant demand for storage room, especially in the apple season, and the season for storage of butter and eggs, which can not be filled.

To Manufacture Stokers

The Sanford Riley Stoker Co. has been organized to begin the manufacture of an automatic stoker here in Worcester.

The stoker is the invention of R. Sanford Riley, former president of the American Ship Windlass Co. of Providence, R. I., and a director of the Norton Company of this city.

Associated with Mr. Riley in the new corporation are Aldus C. Higgins and George N. Jeppson of the Norton Company.

Buys Land

The Standard Woven Fabric Co. has purchased from James E. Carroll 72,000 square feet of land on New York Street, which in all probability will be utilized in a short time as a site for a new factory building.

The business of the company has increased to such an extent that the present quarters at 7 Summer Street and a building on Arch Street are becoming entirely inadequate to handle the volume of business which is coming in.

Multibestos, an improved brake lining for automobiles, is a late product of the company, and is said to have met with the most cordial approval in the automobile trade.

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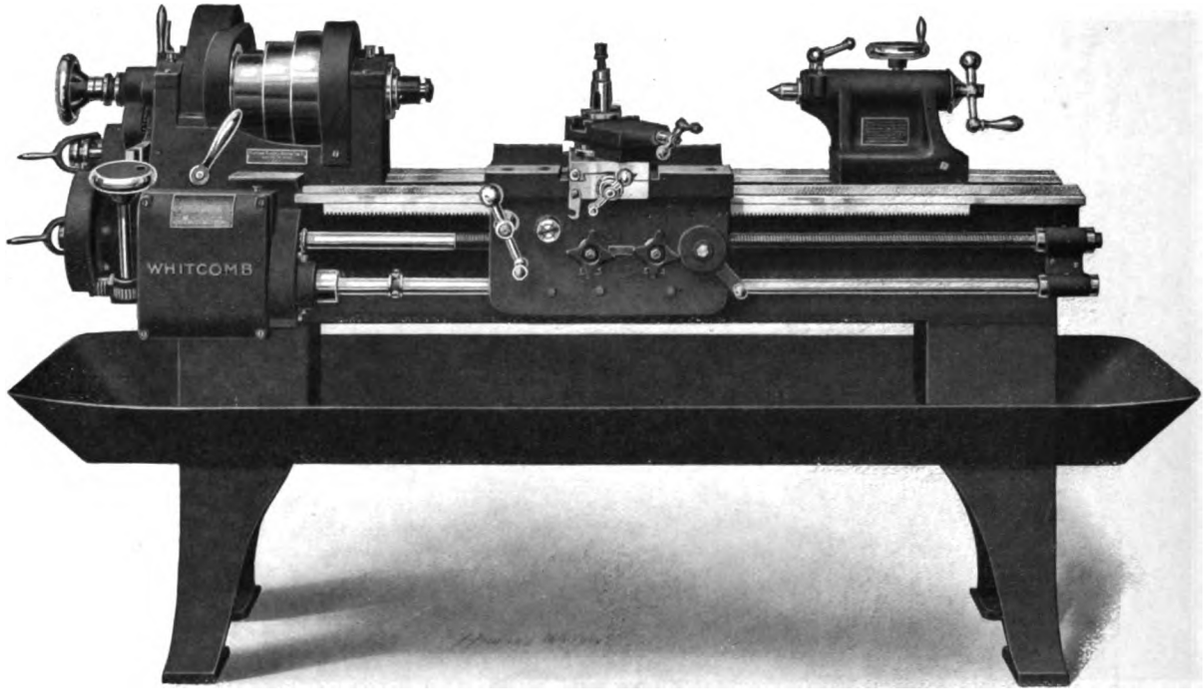
New Whitcomb Tool Room Lathe

The Whitcomb-Blaisdell Machine Tool Co. has just placed on the market a new tool room lathe which, according to early reports, is being well received.

This lathe, furnished in three sizes, 13-inch Standard, 16-inch Manufacturing, and 16-inch Standard, is especially adapted for use in that part of a shop where accuracy is the most important feature and where a great variety of work is done. The three-step cone, double back-geared head, equipped with a back-gear shifter controlled by the lever shown on front of the head stock, makes the changing of the spindle speeds a simple and quick operation. The tail stock is



The New Whitcomb Tool Room Lathe

extremely handy; by a patented clamping device it is fastened at its four corners to the bed by the turn of a hand wheel.

The carriage is extra heavy, with a wide bridge and long bearing, and is strongly gibbed. This lathe is regularly equipped with a Rise and Fall Compound Rest of new design. This Rest is desirable on a tool room lathe, combining as it does the features of a standard compound rest with the tool-height-adjusting feature of a regular Rise and Fall Rest without any sacrifice of range, strength or stability.

The quick change feed (patented) is simple not only in construction but in the method of making the changes. There are no sliding gears or tumbler gears. Through the end feed gears four changes can be made, while in the feed box there are eight sets of gears. Working the combination, therefore, it is possible to get thirty-two changes without removing or putting on a gear. Its simplicity makes it subject to the least amount of attention, and if any attention is needed its simplicity again makes it very easy to repair. The automatic stop for longitudinal feed located in the feed rod is easily set and simple and positive in action.

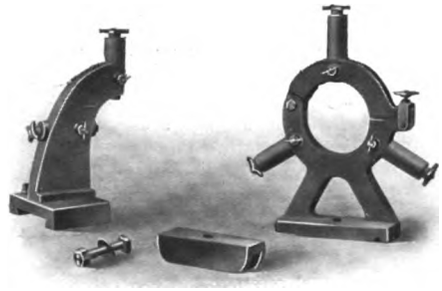
The lateral and cross-feed frictions located in the apron give a very powerful drive to the carriage and are easily adjusted through take-up nuts located on the outside of the apron.

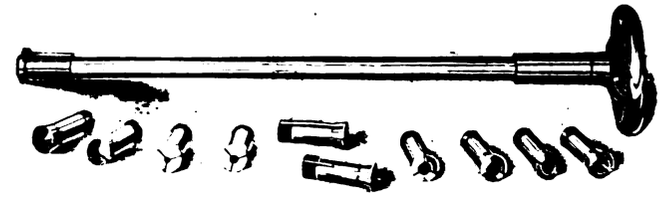
The taper attachment shown in cut is of simple design, is very readily set with precision, the swivel bar being graduated at both ends.

The draw-in chuck and collets attachments greatly increase the adaptability of the lathe for tool room use.

The design of the Centre and Follow Rests furnished with these lathes is a distinct departure from what has been common practice. These rests are not merely makeshift attachments but are designed as component parts of the lathe. They are neat in appearance and substantial. The jaws are cylindrical and are carefully ground to fit their bearings. They are controlled by a small screw and knob and these lend greatly to the handiness of the parts as a whole. The need of a wrench is done away with and it is claimed that a much nicer adjustment of the jaws is possible.

A relieving attachment is furnished for this machine as an extra.





Improved Steady and Follow Rests and Draw Bar Attachment

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I am the only Vacuum Cleaner with Full Ball Bearing

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Like every other great success I have many imitators. This is the highest compliment that could be paid me. I haven't room here to tell you the many kind words that have been spoken about me by those whom I have already served.

I feel that I have a great mission to perform. I fill a genuine need. I remove the danger of infectious diseases, and I insure cleanliness, comfort and contentment.

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I am manufactured under the original sweeper type cleaner patent No. 976,494, and also licensed under basic Kenney patent No. 847,947

Domestic Vacuum Cleaner Co. 49 Hermon Street Worcester, Mass.

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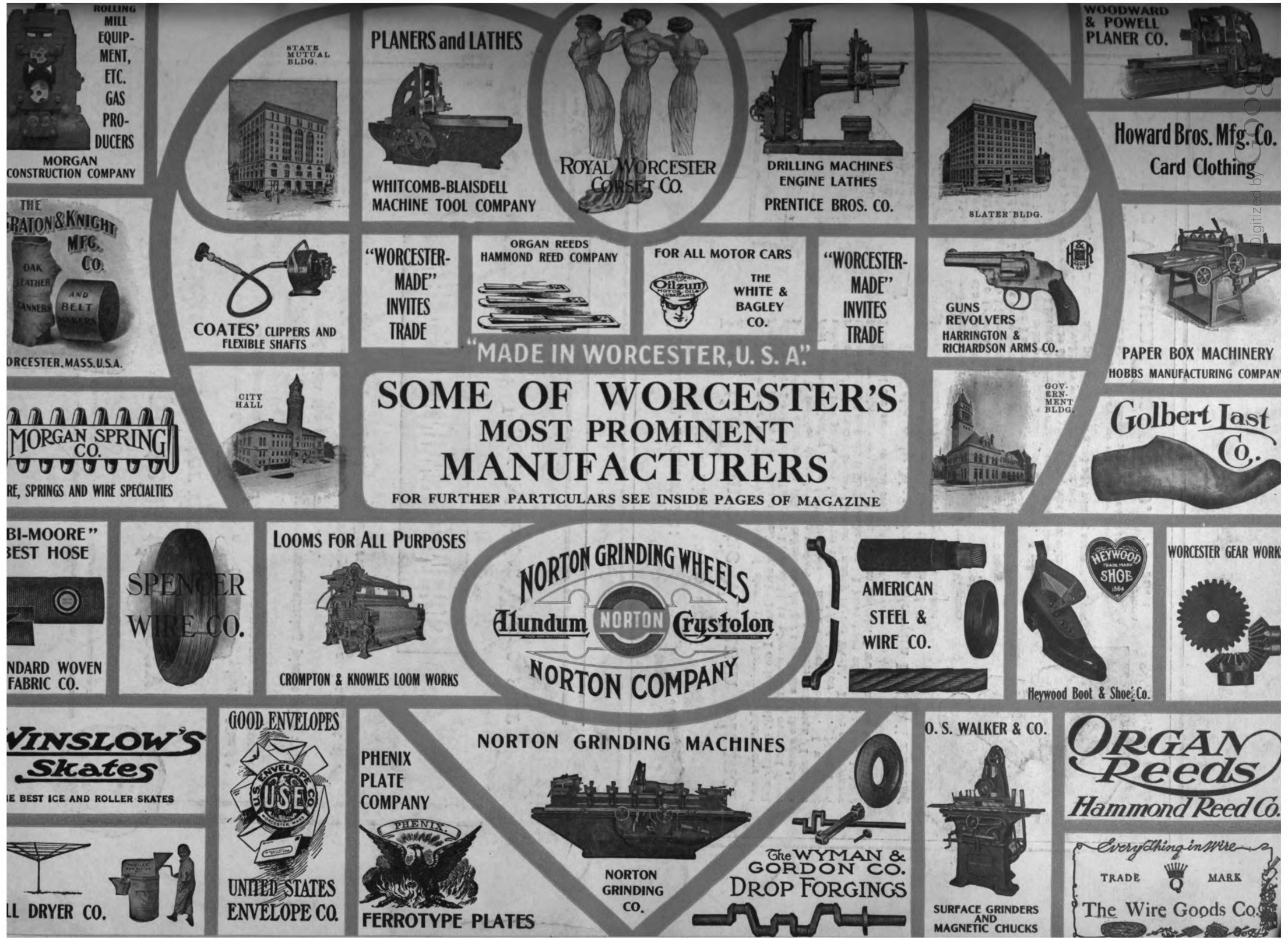
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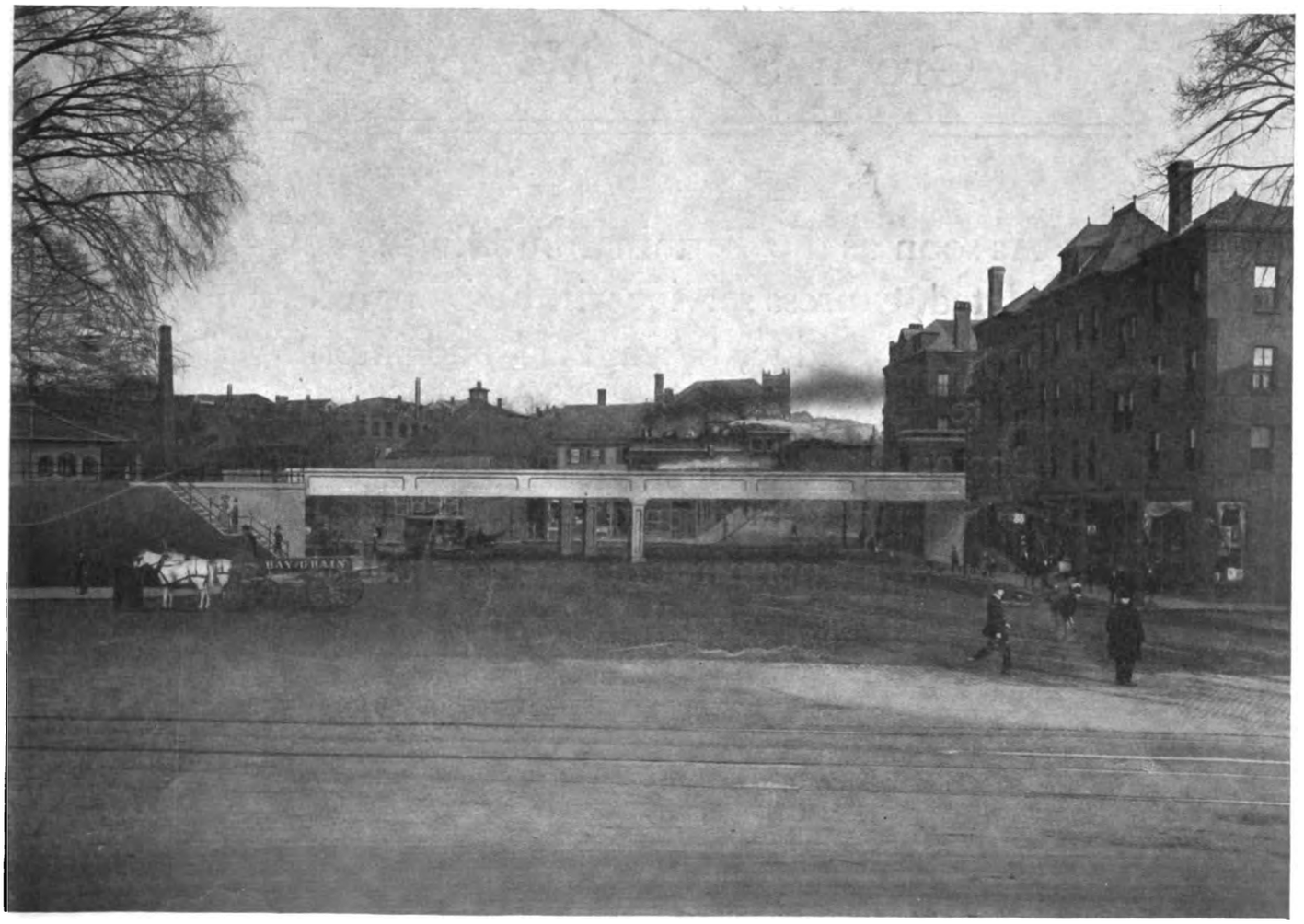

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DECEMBER, 1912

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The WORCESTER MAGAZINE

DECEMBER · 1912

The Elimination of the Northern Grade Crossings

The Views of a Grade Crossing Expert Who Has Made a Careful Study and Prepared Plans on This Problem, Showing in Detail the Vital Points in Question and Comparing, With Facts and Figures, the Three Plans Now Before the Northern Grade Crossings Commission

By Prof. Charles B. Breed

ALTHOUGH the state of Massachusetts was the first to undertake, in a systematic manner, the elimination of grade crossings, the solutions of these problems have sometimes been accomplished with much deliberation. There has been more than one cause of delays in the advancement of this work in Massachusetts. In the first place the Grade Crossing Statute of 1890, together with its subsequent additions and amendments, provides that the apportionment of cost shall be as follows: Steam railroads shall pay 65 per cent., municipalities not over 10 per cent., and the remainder shall be apportioned between the commonwealth and the street railway company which may be operating in the streets where the grade crossings occur and which are benefited by their elimination. With this fixed apportionment of total cost, it is evident that the interested parties, in their over zealousness to obtain certain features of design or construction, which are advantageous to themselves only, may cause the delay in settlement of the entire problem for an unreasonable length of time. Furthermore, it takes considerable time to awaken public interest in these important matters, so that it frequently happens that the municipality does not realize what are its needs and desires until the hearings relative to the matter have been well under way. The whole proceeding is one of education for the municipal authorities, who as a rule are dealing with this important problem for the first time. The railroads, on the other hand, are thoroughly familiar with such matters, and frequently their preliminary studies of any particular situation have been made several years in advance of the city's plans.

The city of Worcester, in the early stages of the grade crossing discussion, furnished a good example of lack of preparation and familiarity with the problem. For nearly two decades Worcester wrestled with the Southern grade crossings problem, and although the petition for the elimination of the Northern grade crossings was filed many years ago, the relative importance of the Southern crossings made it necessary to deal with that problem first, and to set aside for a time at least serious consideration of the Northern crossings. Now that the Southern crossings are practically eliminated, with the result that the city street traffic has been greatly relieved, and with the appreciation of such relief clearly in the minds of the municipal authorities and the citizens of Worcester, there is every reason that progress should be made to eliminate the Northern grade crossings as soon as possible. With all of the grade crossing elimination work accomplished, the manufacturers in Worcester may then adapt their industries to the new railroad situation with some degree of certainty as to its permanence.

Worcester is peculiarly a railroad city; it is the largest city, not located on a river or on the seashore, in New England; and it owes its importance principally to its manufacturing industries, which, in turn, owe their livelihood in a large degree to railroad facilities. It is therefore important that these crossings, when eliminated, shall at the same time leave the railroad in such a position as to be adapted so far as possible to the industrial development of the city. While the adaptation of industries to the railroads should not be the only perspective in approaching the solution of this problem, still so far as the individual industries can be conserved, and at the same time do no injury to the public interests as a whole, this result should be attained. With this in view, and with the general needs of the city also as clearly in mind, the Worcester Board of Trade has made a careful study of the Northern grade crossing problem, and has presented to the special Grade Crossing Commission its solution of this problem. The directions of the Board of Trade to its engineer were to prepare a design which would conserve the public interests, which would keep Exchange Street open for public traffic, if possible, and which would at the same time, so far as practicable, conserve the interests of every individual industry having side track facilities along the line of the Boston & Maine Railroad.

The Solution in General

Since the Southern grade crossings have been eliminated by elevating the railroad, the only practicable means for eliminating the Northern grade crossings is also by track elevation, so that a physical connection can be properly made between the Southern and Northern railroads. The railroad bridge at Bridge Street, therefore, is in a sense a controlling point in the Boston & Maine Railroad profile. All of the streets from Bridge Street to Lincoln Square will admit of a few feet depression without seriously interfering with the sewerage system

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or with the street grades; but the topography of Lincoln Square is such, located, as it is, in a hollow with descending streets on all sides, and with valuable property abutting upon all sides, that it is impracticable to depress it any amount. A controlling point, then, of the railroad profile is at Lincoln Square, where the railroad must be raised an amount equivalent to the necessary head-room for highway traffic under the railroad bridge, plus the thickness of the floor system of the railroad bridge. Going from Lincoln Square toward the north, the next crossing which is to be eliminated is Garden Street, and it has seemed wise to all of the engineers, who have been connected with the problem, to close Garden Street and to carry in substitution a street which shall cross above the railroad at a point a few hundred feet south of Garden Street. To construct this viaduct with reasonable grades requires that the railroad grade from Lincoln Square toward the north shall descend as rapidly as possible. The controlling points, then, in the railroad grade are Bridge Street, Lincoln Square, and the street which will pass above the railroad to be built in substitution for closing Garden Street.

In the railroad's plan the railroad at Lincoln Square is raised 18 feet, according to the city's plan the railroad is raised 20 feet, and according to the Board of Trade plan it is raised 19 feet. The plan proposed by the Board of Trade has, therefore, developed into a plan which, in respect to Lincoln Square at least, lies in the middle ground between the one presented by the railroad and the one presented by the city.

The railroad is on record to the effect that a grade steeper than 0.8 per cent. would be prohibitive on their lines; this is the steepest grade shown on the railroad's plans. In the Board of Trade plan this 0.8 per cent on the railroad has been adhered to, both north and south from Lincoln Square. In the city's plan, however, the railroad grade toward the south from Lincoln Square was 0.9 per cent. in certain portions, and toward the north it was 1.27 per cent., which the railroad claims, and with some propriety, to be too steep for practical operation, looking forward, as of course they must, to the future freight development of that line.

The amount the railroad is raised, the amount the street grades are affected, and the type of bridges proposed throughout this entire project by the railroad's, the city's and the Board of Trade's plans, are shown in the following tables:

Board of Trade Plan

Amount Railroad is Raised, Changes in Streets, Headrooms and Types of Bridges

Street	Track		Street		Headroom under bridge	Thickness bridge floor system to Top of Rail	Type of Bridge
	Raised	Lowered	Raised	Lowered			
Bridge Street,	3″	(Same as at present.)					
Exchange Street, { Main line, / Freight yard tracks,	13′-0″ / 10′-0″	0	0	6′-0″	12′-0″	4′-0″	Plate girder, solid floor.
Central Street,	17′-0″	0	0	2′-0″	15′-0″	4′-0″	Plate girder, solid floor.
Thomas Street,	20′-0″	0	0	1′-0″	16′-0″	5′-0″	Arch bridge.
School Street,	20′-3″	0	0	0′-9″	16′-0″	5′-0″	Arch bridge.
Market Street,	21′-0″	0	0	0	15′-0″	5′-0″	Arch bridge.
Lincoln Square,	19′-0″	0	0	0	15′-0″	4′-0″	Plate girder, solid floor. Three columns in square. Steel work encased in concrete.
Proposed street in place of Garden Street,	6′-0″	0	27′-6″	0	18′-0″	3′-6″	Plate girders on columns (viaduct).
Garden Street,	0	0	Closed across right of way of R. R.				Proposed street to be built in place of Garden Street.

NOTE: Blackstone Street, which runs parallel to the R. R., to be closed from Howard Street to Exchange Street, and a new street to be opened between Charles and Exchange Streets, about midway between the R. R. and Summer Street. Blackstone Street is forty feet wide and proposed street is forty feet wide.

City Plan

Amount Railroad is Raised, Changes in Streets, Headrooms and Types of Bridges

Street	Track		Street		Headroom under bridge	Thickness bridge floor system to Top of Rail	Type of Bridge
	Raised	Lowered	Raised	Lowered			
Exchange Street, { Main line, / Freight yard tracks,	16′-0″ / 10′-9½″	0	0	4′-8″	12′-6″	8′-3″*	Steel bridge.
Central Street,	19′-2″	0	0	1′-0″	16′-0″	4′-0″	Arch.
Thomas Street,	20′-2″	0	0	0′-6″	16′-0″	4′-0″	Arch.
School Street,	19′-3″	0	0	1′-0″	16′-0″	4′-0″	Arch.
Market Street,	19′-9″	0	0	3″	16′-0″	4′-0″	Arch.
Lincoln Square,	20′-0″	0	0	0	16′-0″†	4′-0″	Two arches.
Otis Street (Ext.),	0′-9″	0	21′-9″	0	18′-0″	3′-0″	Plate girder, solid floor.
Harlow Street (Ext.),	0′-0″	0	21′-0″	0	18′-0″	3′-0″	Plate girder, solid floor.
North Avenue (Ext.),	0′-0″	0	21′-9″	0	18′-0″	3′-9″	Plate girder, solid floor.
West Boylston Street (Barber's),	0′-0″	0	0	21′-0″	16′-0″	5′-0″	Arch.

*Bottom of bridge to top of rail of main line; it is 3′-0″ for siding to Potato Yard.
†On one of the city's plans this headroom is shown as 15′-8¼″.

Railroad Plan

Amount Railroad is Raised, Changes in Streets, Headrooms and Types of Bridges

Street	Track		Street		Headroom under bridge	Thickness bridge floor system to Top of Rail	Type of Bridge
	Raised	Lowered	Raised	Lowered			
Exchange Street,	12′- 6″	Closed.					
Central Street,	16′- 6″	0	0	1′-6″	14′- 0″	4′-0″	Plate girder.

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Thomas Street,	18′-10″±	0	0	0	14′-10″±	4′-0″	Plate girder.
School Street,	19′- 0″	0	0	0	14′- 0″	5′-0″	Plate girder.
Market Street,	19′- 0″	0	0	0	14′- 0″	5′-0″	Plate girder.
Lincoln Square,	18′- 0″	0	0	0	14′- 0″	4′-0″	Plate girder. Columns in square.
Otis Street (Ext.),	5′- 6″	0	27′-0″	0	18′- 0″	3′-6″	Two Pratt trusses and one I-beam span.
Garden Street,	0	0	Closed across right of way of R. R.				Otis Street (Ext.) to take the place of Garden Street.

NOTE: Blackstone Street, which runs parallel to the R. R., to be closed from Howard Street to Exchange Street, and a new street to be opened between Charles and Exchange Streets, just east of the present Blackstone Street. Blackstone Street is now forty feet wide and the proposed street is thirty-five feet wide.

Railroad Plan

Proposed Street Grades and Widths

Street	Proposed Grade to E. or N. Per Cent.	Length	Proposed Grade to W. or S. Per Cent.	Length	Present Width	Proposed Width
Exchange Street,	Closed				40′	
Central Street,	level	45′	level	25′	60′	60′
	3.0	45′	2.0	40′		
Thomas Street,	Present grades retained				45′	45′
School Street,	Present grades retained				33′	33′
Market Street,	Present grades retained				30′	30′
Lincoln Square,	Present grades retained				165′	165′†
Otis Street (Ext.),	level	200′	level	50′	45′	45′*
	4.93	300′	6.83	270′		45′
North Branch,	4.00±	380′				45′

†Along base line of Fitchburg R. R.
*Otis Street relocated.

City Plan

Proposed Street Grades and Widths

Street	Proposed Grade to E. or N. Per Cent.	Length	Proposed Grade to W. or S. Per Cent.	Length	Present Width	Proposed Width
Exchange Street,	level	30′	level	60′	40′	40′
	1.58	150′	0.43	230′		
Central Street,	level	120′	level	100′	60′	60′
			2.11	130′		
Thomas Street,	1.5	20′	1.5	80′	45′	45′
School Street,	1.26	50′	1.26	100′	33′	30′
Market Street,	1.15	20′	1.15	60′	30′	30′
Lincoln Square,	Present grades retained				165′	168′*
Otis Street (Ext.),	level	180′	level	75′		50′
			15.0	390′		
Crescent St. (Ext.),	3.5	430′				50′
Keefe Place,	2.8	320′			18′	50′
Harlow Street (Ext.),	level	100′	level	110′		40′
	5.0	650′	0.86	290′		
North Avenue (Ext.),	level	100′	level	50′		50′
	vert. curve	200′	5.0	500′		
			1.0	750′		
W. Boylston Street,	level	80′	level	80′	60′	60′
	5.0	590′	1.0	420′		
Barber Avenue,	7.0	500′			50′	50′
Barber Avenue North,	3.9	400′			50′	50′

*On base line of Fitchburg R. R.

Board of Trade Plan

Proposed Street Grades and Widths

Street	Proposed Grade to E. or N. Per Cent.	Length	Proposed Grade to W. or S. Per Cent.	Length	Present Width	Proposed Width
Exchange Street,	level	50′	level	60′	40′	40′
	3.5	95′	3.0	95′		
Central Street,	level	45′	level	140′	60′	60′
	2.3	45′				
Thomas Street,	0.9	30′	0.9	150′	45′	45′
	3.5	100′				
School Street,	1.4	50′	1.4	100′	33′	33′
Market Street,	Present grades retained				30′	30′
Lincoln Square,	Present grades (practically) retained				165′	165′*
Proposed street in place of Garden Street,	level	15′	level	55′		50′
	3.3	455′	4.0	315′		
New Way, Connects proposed street with Garden Street east of railroad	2.7±	340′				45′
Prescott Street,	level	50′	level	15′	50′	50′
	4.0	150′	4.5	250′		
Lexington Street,	level	30′	level	25′	50′	50′
	4.0	125′	4.5	210′		

*Along base line of Fitchburg R. R.

From an examination of these tables it will be seen that the change in the existing street grades in all of these projects is very small, with the exception of Exchange Street, which, according to the railroad's plan, is to be closed, whereas in both the city's plan and the Board of Trade plan the street is to be kept open.

Lincoln Square

At Lincoln Square the Board of Trade proposes a plate girder bridge with solid concrete ballasted floor, built in two spans, resting upon the masonry abutments on either side of the Square, and upon three column supports located in the Square at such points that they will the least interfere with street traffic. The outsides of these girders and the columns are to be faced with concrete, so as to give a panelled effect similar to the illustration accompanying this article. The head-room proposed at Lincoln Square, according to the railroad's plan is only 14 feet, which in the judgment of the Board of Trade's engineer is too low for so important a thoroughfare; the Board of Trade plan calls for 15 feet. The headroom for such a crossing might very properly be 16 feet, but as every additional foot of headroom would mean an additional foot rise in the railroad grade all the way from Lincoln Square to Bridge Street, it would require the raising of Bridge Street bridge, and unfavorably affect all of the sidetrack connections to the industries in that district just one additional foot. Furthermore, the railroad grade adopted on the Board of Trade plan is such as to permit a 16-foot headroom at some of the other streets near Lincoln Square, which will permit access from one side of the railroad to the other for any extremely high loads. A steel bridge with concrete paneling at Lincoln Square is adopted for the purpose of obtaining the full 15-foot headroom throughout the full width of the square, which arches will not give, and so as to eliminate the heavy masonry pier which would be necessary in case a pair of arches were constructed, as suggested by the city's plan. Such a pier would cut off the view of street traffic so effectually as to result in the creation of danger points which do not now exist, and which can be avoided by constructing a bridge similar to the one proposed by the Board of Trade.

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Streets South of Lincoln Square

At Market Street, School Street and Thomas Street it will be entirely possible to construct concrete arches similar to those at the Southern crossings, without affecting the railroad grade which is controlled by Bridge Street and Lincoln Square, and the headrooms at these streets are provided ample for any loads traveling through the streets. At Central Street a plate girder, solid floor, ballasted bridge is proposed, with a 15-foot headroom. It seemed wise to adopt this type of construction for this bridge, rather than to introduce an arch at Central Street, because the introduction of an arch means a greater distance from the under side of the bridge to the top of rail of the railroad track than in the case of a plate girder bridge, which in this instance would have caused the adoption either of a less headroom than 15 feet or of a greater depression of the street. It would have been impossible to lower the street without affecting the two important side tracks which now cross the street at grade, one leading into the Bowker property and the other leading into the Holyoke Machine Co. It was therefore deemed advisable to adopt a steel bridge over this street.

Exchange Street

There is no practical reason why Exchange Street can not be kept open for team as well as for pedestrian traffic. The depression of the street, as proposed by the Board of Trade plan, will affect slightly the roof of Mill Brook sewer, which runs through Blackstone Street, but this Mill Brook sewer can be rebuilt in this district, and can be thoroughly adapted to the depression of Exchange Street; in fact, under all plans presented, it will have to be reconstructed throughout Blackstone Street. The changes in Mill Brook sewer will be similar in character to those already made in the vicinity of the Union Station.

Central Freight Yards

The number of tracks above Lincoln Square will be three, as at present; the two westerly tracks are for regular traffic, and the easterly track will be used by freight trains. This third track, called a freight running track, will permit an interchange of freight between the large yard north of Lincoln Square and the Fitchburg freight house at Blackstone Street, without the necessity of using the two traffic tracks. In the Board of Trade plan this freight running track begins to descend, after passing above Central Street, on a steeper grade than the main tracks, so that it passes above Exchange Street at about three feet lower than the pair of main tracks; this is done so as not to have too steep a grade in the lead tracks to the Fitchburg freight house. Similarly, on the westerly side there is a fourth track, which leaves the main track just north of Central Street and which passes above Central Street, and then descends with a steeper grade than the main line tracks have; this track is the lead into the so-called Potato Yard, near Manchester Street. These two lower freight tracks limit the headroom at Exchange Street to twelve feet.

In the railroad's plan the Potato Yard and the track connections to the Fitchburg freight house are practically the same as in the Board of Trade plans, except that on the Board of Trade plan the track grade leading to the Fitchburg freight house is a little steeper than on the railroad's plan, the former being 2.5 per cent. and the latter 2 per cent.

In both of these plans the lead tracks entering the Fitchburg freight house have to occupy a portion of Blackstone Street, because those tracks will be on a fill about ten feet above Blackstone Street. The railroad proposed to cut off a strip of all of the property from Charles Street to Exchange Street on the easterly side of the present Blackstone Street, so as to provide a new street in substitution for the portion closed. This involved cutting off the front of the brick building occupied by the Simplex Player Action Co., and destroying other buildings now located upon Blackstone Street. The Board of Trade plan proposed to leave these buildings as at present, and to provide in substitution for closing a part of Blackstone Street, a new street connecting Charles Street and Exchange Street, and running in the rear of the buildings now occupied by the Simplex Player Action Co., giving that industry a new rear entrance, and preserving Blackstone Street from Exchange Street to about the southerly line of the Simplex Co. as a street of narrow width (about fifteen feet) and at its present grade.

The city's plan proposed to carry all of these lead tracks going to the Fitchburg freight house above Blackstone Street on a steel viaduct, which could not be accomplished with adequate headroom without cutting down Blackstone Street about seven feet in front of some of the properties, because this track leading to the Fitchburg freight house must descend rapidly from Exchange Street, so as to connect with the present freight house tracks at their present grade. The grades required under the city's plan for these freight house tracks were said to be prohibitive by the railroad. Furthermore, if Blackstone Street were cut down so as to pass under this viaduct it could not be of much service on the westerly side of the Fitchburg freight house as an approach to that house, as it is to-day; and such a depression of Blackstone Street would cut into Mill Brook sewer so seriously that it would have to be moved to the east of Blackstone Street, and pass through private property, for it could not be moved to the west without being under the high embankment carrying the main line tracks. There appears to be, therefore, no practical way of keeping Blackstone Street open if the Fitchburg freight house is to remain in its present site.

Private Side Tracks

According to the Board of Trade plan the private sidings of Genery Stevens & Son, E. T. Smith Co. and J. P. Squire & Co. remain undisturbed. The siding of the Independent Ice Co. on Charles Street will have to be revised in alignment, and possibly in grade. A descending side track will run north from the freight tracks over Exchange Street, on the east side of the railroad embankment, and will cross Central Street at grade, and connect with the C. W. Bowker & Co. side track. Similarly, on the west side of the railroad embankment a descending side track will cross Central Street at grade, and serve the Holyoke Machine Co. A side track can be furnished the Stone & Foster Lumber Co. at high level, about ten feet above that property. The Walker-Armington Co. can be provided with a siding at the level of the main line tracks, which will bring the rails of the siding at the same level as the second floor of the building. It is not practicable to devise a siding for the W. B. Clark property or for the D. B. Comins property. A high level track can be provided for both properties of the Walker Ice Co., located on either side of School

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PLAN FOR A
CENTRAL FREIGHT YARD
ADAPTED TO PLAN FOR THE
ELIMINATION OF GRADE CROSSINGS
ON THE
BOSTON AND MAINE RAILROAD
IN
WORCESTER, MASS.

ASSESSED VALUATIONS

OWNER	B'LD'G	LAND	TOTAL	
EXCHANGE ST. TO CHARLES ST.				
John A. Murphy	$4300	$2700	$7000	These properties are taken in part or entirely by plan proposed by Railroad Co., total $80,200.
	16500			
T. P. Brown	400	9100	64000	
	38000			
E. Avery Brewer	6000	1800	7800	
Annie Boyle	800	600	1400	
Harry Cohen	2800	2300	5100	
Catherine J. Carroll	7800	6200	14000	$99,300
CHARLES ST TO BRIDGE ST.				
Independent Ice Co.	1100	1400	2500	
John F. Sheahan	1100	900	2000	
" " "	1100	800	1800	
E. S. Huot	1400	700	2100	
C. T. Mahon	2100	900	3000	
E. V. Downey & Mary M. Toole	2500	2800	5300	
E. P. Maher Heirs	1700	2400	4100	
Isaac S. & Harvey A. Whiting	4000	1500	5500	
" " " " "	500	5000	15500	
	10000			
Ellen Sullivan	800	1100	1900	
" "	2600	2300	4900	
Eugene Sullivan	1700	2200	3900	52,500
Total				$151,800

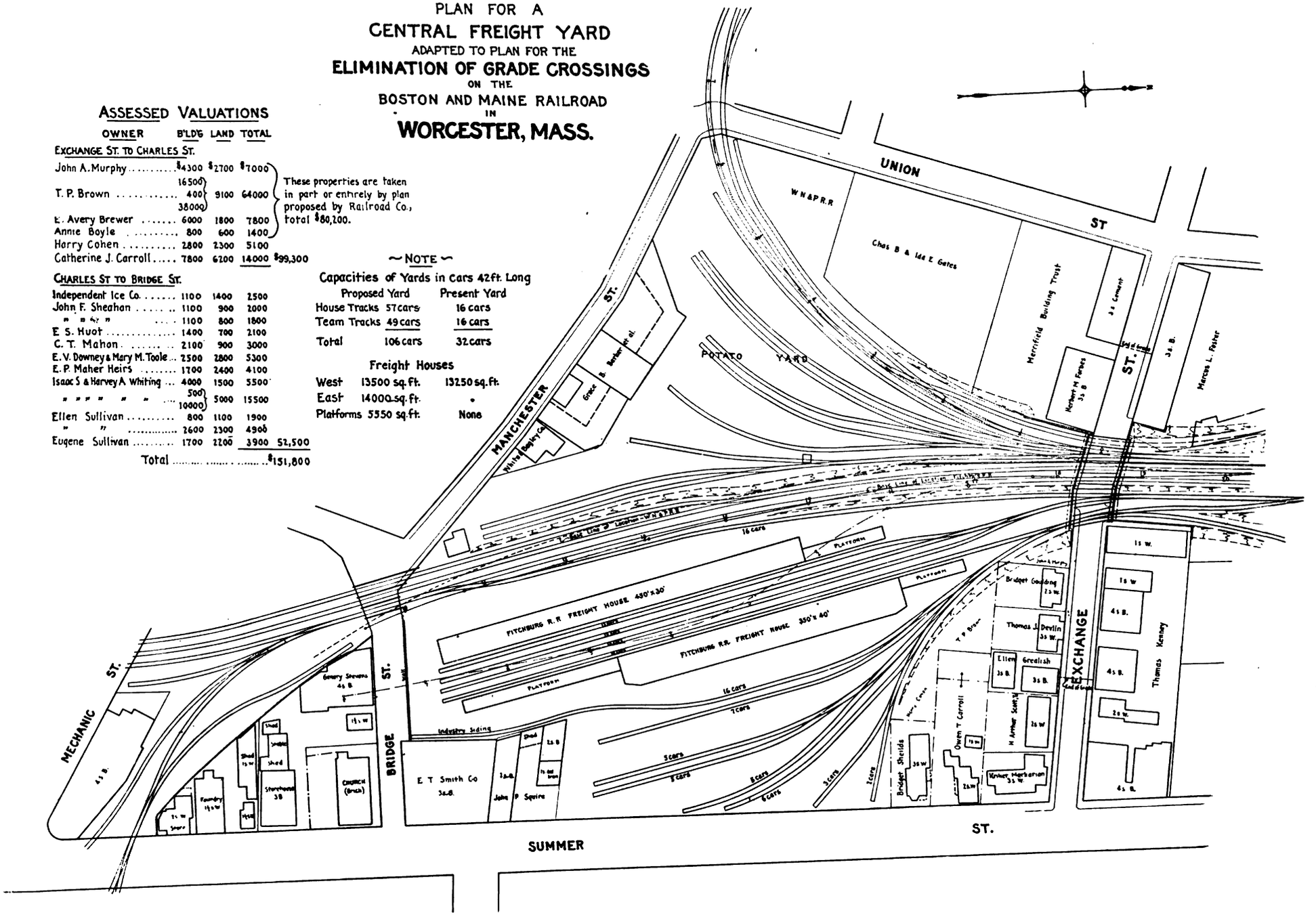
~ NOTE ~

Capacities of Yards in Cars 42 ft. Long

	Proposed Yard	Present Yard
House Tracks	57 cars	16 cars
Team Tracks	49 cars	16 cars
Total	106 cars	32 cars

Freight Houses

West	13500 sq. ft.	13250 sq. ft.
East	14000 sq. ft.	"
Platforms	5350 sq. ft.	None



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Street. The G. L. Brownell siding can be constructed at the level of the main line tracks on beams resting on the retaining wall of the railroad embankment, and on the walls of the Brownell factory, in such a way as to permit driving in under the sidings for coal, which is dumped from above from bottom-dumping cars. The siding for the National Manufacturing Co. can probably be revised so as to enter the building at a story higher, but it will probably involve considerable expense. All of the sidings to industries north of Lincoln Square are provided at their present grade.

In the city's plan no connections for side tracks to industries were shown, this matter being entirely left to the railroad and the shippers to determine. Since the city's plan proposed to elevate the railroad from a foot to two feet higher than the Board of Trade plan, side track connections could not have been so conveniently made. On the Bowker siding the railroad's plan, for example, gave a grade from Exchange Street to Central Street of 3.6 per cent; it was 4.3 per cent. on the Board of Trade plan, and it would have been 4.7 per cent. on the city's plan. The two former grades are practicable, though not ideal; the latter grade is getting rather close to the danger point. The same is true of the side track leading to the Holyoke Machine Co.

Central Freight Yard

According to all three plans it will be necessary to abandon the team tracks now located on the easterly side of the railroad between Exchange Street and Thomas Street, where there is a capacity of about forty-two cars. This capacity is provided for on the railroad's plan by new team tracks located on Crescent Street, about 500 feet north of Garden Street, requiring the taking of about $23,000 (assessed value) of property. This will require about a mile's additional teaming for the centrally located industries which now receive and deliver cars at these Central Street team tracks.

With a view to providing a substitute for these forty-two cars, which shall be centrally located, and with a view to the entire problem of freight house and team track facilities on the Boston & Maine R. R. in Worcester, the engineer for the Board of Trade has devised a yard located on Summer Street, between Charles Street and Bridge Street, which shall be constructed at the same grade as Summer Street, which is practically at the grade the freight tracks will have where they cross Exchange Street. This scheme presents a level driveway to all freight yard tracks from an important city street. In most track elevation projects a centrally located freight yard involves either steep railroad grades or inclined driveways for teams to reach the yard. The topography of the district between Summer Street and the railroad happens to be such that neither the tracks nor the team driveways will have any grades, which is unusually advantageous.

Such a plan will require raising the side track to J. P. Squire & Co. and E. T. Smith Co. three or four feet. It will necessitate the abandonment of the Genery Stevens siding, where now located, but a new one can be constructed for that building, located on the westerly side and connecting with the tracks which now extend across Summer Street.

This new freight yard is shown in the illustration accompanying this article, and a list of the assessed values of the properties which will have to be taken to carry out this plan is there given.

But, as explained above, the railroad's plan involves taking considerable property on the east side of Blackstone Street which this plan also condemns. If such a yard as this Summer Street proposition is constructed, the cost of the property taken and of construction of the additional team yard at Crescent Street, proposed by the railroad, should also be credited to this project. On a fair basis of estimate, and allowing twice the assessed value of these properties, as representative of their purchase price, this new yard will cost about $200,000 more than the railroad's project for freight house and team tracks.

This new yard of course will take the place of the present Fitchburg freight house and tracks and all team tracks now located in this general vicinity. While the Grade Crossing Commission under the law can not report as a necessary part of this project more than an equivalent of the present trackage, it can report that this yard be built up to that amount, which totals about seventy-five cars. The suggested yard permits of a final capacity of about one hundred and six cars, including a freight house of double the capacity of the present freight house. The present centrally located freight facilities are insufficient even for Worcester's present demands. It has therefore appealed to many that such a yard as this one should be built, and that about three-fourths of it could properly be charged to the Elimination of Grade Crossing account, and the remaining quarter paid for by the railroad. On such a basis Worcester's proportion of the cost of this centrally located freight yard over and above the cost of the facilities proposed by the railroad's plan would be about $15,000.

Lincoln Square Station

The railroad proposes to raise the station in nearly its present location to the height of the elevated tracks, and to build a platform on the westerly side of these tracks, extending from Lincoln Square toward the north, which shall be reached by steps from Lincoln Square. It was stated at the hearing, when this plan was presented, that nothing definite had been settled regarding the design of the Lincoln Square station and grounds, and that the plan which the railroad then presented was merely a tentative one. The city's plan does not show any suggestion relative to the Lincoln Square station. The Board of Trade plan, as drawn, was similar to the railroad's plan, but it also was a tentative suggestion, and in uncompleted form. It appears that at this station the traffic is not large, but that there is an objection to the plans which have been suggested, in that there is no platform between the two main traffic tracks and the patrons are thereby required to cross one traffic track to take a train on the other track. The introduction of an island platform between these tracks would require the spreading apart of the main line tracks where they cross Lincoln Square, which means a wider bridge at that crossing and a consequent additional darkening of the square under the bridge. It would also call for a floor system one-half foot to one foot thicker, which would mean either a cutting down of the headroom under the bridge or that additional elevation of the main line tracks. If the main line tracks are elevated, say one foot higher, that additional foot will affect all of the side tracks south of Lincoln Square just that additional amount, and will raise the main line tracks over Bridge Street and under Otis Street extension an additional foot. There are, therefore, some serious objections to the introduction of an island platform at this station.

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Garden Street

There appear to be many practical obstacles to elevating Garden Street in its present location and passing it above the tracks. Such a design would practically destroy the side track leading to the American Steel & Wire Co., and would very greatly injure industrial property on both sides of the track. It has, therefore, been thought wise by all the engineers who have studied this project to close Garden Street at the railroad, and to build a viaduct in substitution for this street (which has been termed Otis Street extension), which, according to the railroad's plan, has its centre line on about the southerly line of the present Otis Street, and runs from Prescott Street about at right angles above the tracks to Keith Place, and then forms two branches, the main street connecting with Lincoln Street at about Keith Place, and the other branch connecting with Garden Street adjacent to Garden Street Court. The city's plan was similar to this, except that the arm which ran toward Garden Street was an extension of Crescent Street.

In the Board of Trade plan the alignment of the street on the east side of the railroad was kept the same as in the railroad's plan, but on the west side it ran diagonally across the property owned by the Immaculate Conception Church and connected with Prescott Street at the corner of Lexington Street and Prescott Street.

According to the city's plan this Otis Street extension had a 5 per cent. grade from Prescott Street to the bridge and a 2.8 per cent. grade from the bridge to Lincoln Street. These grades would be considerably increased if the main line track were raised to the height required by the railroad. At the point where this proposed highway bridge will cross the railroad the tracks are much lower, according to the city's plan than according to the railroad's or the Board of Trade's, because on the city's plan there was introduced a grade of 1.27 per cent. on the railroad from Lincoln Square toward the north, which the railroad claimed was half as steep again as they considered reasonable for the operation of their trains. The introduction, then, of an 0.8 per cent. grade from Lincoln Square toward the north on the railroad, as proposed by the railroad, instead of this 1.27 per cent. grade, requires that the Otis Street extention bridge shall be built at a higher elevation than that proposed by the city, and this involves a steeper grade from Prescott Street and Lincoln Street to the bridge. The railroad's plan had a grade of about 8 per cent. in this place and about 5 per cent. from the bridge down to Lincoln Street. The Board of Trade plan is so designed as to have a 4 per cent. grade from Prescott Street toward the bridge, and a 3.3 per cent. grade from the bridge toward Lincoln Square.

This Otis Street extension is 1300 feet north of Lincoln Square, and the next street which passes above the railroad north of Otis Street extension is Millbrook Street, which is 4500 feet from Otis Street. It was therefore deemed necessary that this Otis Street extension, which would surely become a most important teaming street for that district, should be designed so as to have nothing steeper than a 4 per cent. grade. This calls for the raising of Prescott Street at the corner of Lexington Street about seven feet, and extends the 4 per cent. grade down Lexington Street toward the west for about 240 feet, and down Prescott Street nearly to the engine house. Otis Street extension has been shown as a forty-five-foot street on the railroad's plan; it is a fifty-foot street on both the city and the Board of Trade plans.

Harlow Street Extension and North Avenue Extension

A logical street development for crossings above the railroad north of Otis Street is the extension of Harlow Street practically to Edgeworth Street, and the extension of North Avenue to West Boylston Street. The latter project has been somewhat hindered by the construction of the new Whitney factory, which is built in the line of a logical extension of North Avenue.

West Boylston Street at Barber's Crossing

The plan prepared by Mr. Samuel H. Pitcher for the Norton Co., and which has met with the approval of the Railroad Company, has also received the approval of the engineer of the Board of Trade. The solution of this problem by Mr. Pitcher involves closing the present street on its present lines and carrying it under the railroad just south of its present location, and introducing a steel bridge with a solid ballasted floor. The clear headroom under the bridge is sixteen feet.

At the hearing, held in the City Hall on October 16, the Board of Trade plan was explained to the commission, after which City Solicitor Vaughan stated that so far as its general design was concerned he was ready to adopt it as the city's plan.

Cost

The cost of the railroad's plan from Bridge Street to Otis Street, inclusive, was estimated by their engineer as $1,236,000 for construction, engineering and property damages.

The Board of Trade plan will cost about the same as the railroad plan, if the suggested freight yard at Summer Street is not constructed, but if this new yard is added to the project it will add about $200,000 to its cost.

It is impossible to estimate the cost of the project proposed by the city, because the city's plans are incomplete with respect to the freight yards and public delivery tracks, which will involve a considerable portion of the actual cost of the project.

The additional cost of eliminating the crossing at Barber's Crossing will probably be in the vicinity of $130,000.

To eliminate the eight grade crossings on the Boston & Maine Railroad will cost in the neighborhood of a million and a half dollars, of which the city of Worcester will be charged about $150,000. It is customary for the commonwealth to lend such appropriations to the various cities on the basis of twenty or thirty-year loans, which reduces the burden of such expenditures for the smaller municipalities. With a city of upwards of 150,000,000 of taxable wealth, like Worcester, such a method presents an attractive means of financing grade crossing work.

With the elimination of the Northern grade crossings Worcester will have completed one of the greatest public improvements in her history. Manufacturers may then locate along any of the railroads in Worcester with a feeling of security that their railroad facilities are to remain unchanged for many years; and owners of property abutting upon the streets in close proximity to the railroads may proceed with building improvements with an assurance that the street grades have been permanently established.

EDITOR'S NOTE—Prof. Charles B. Breed is the expert engineer engaged by abuttors and the executive committee of this Board, acting as a joint committee to effect a plan for the abolition of the Northern Grade Crossings, which would conserve the interest of all parties concerned.

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One Hundred Years of Baptist Progress

From a Humble Beginning in an All but Barren Meetinghouse, With Scarce a Handful of Worshippers, There Has Grown a Denomination of More Than a Thousand Members Worshipping in One of the Most Pretentious Church Edifices in Worcester, and Foremost in Effort for Social Uplift of Humanity

By Rev. Curtis H. Morrow

THE First Baptist Church of Worcester celebrated its centennial during the week of November 10. The celebration was noteworthy because of the catholic spirit which characterized it. Baptists have sometimes been called a narrow sect. This centennial celebration establishes the fact forever that their vision includes all other forms of religious activity. The Worcester Evening Gazette, in an editorial at the time, remarked that the Baptists had at last broken the ice, and expressed the hope that the stream might not be allowed to freeze over again.

The exercises occupied practically all the week, beginning November 10. On Sunday morning the historical address was delivered by Dr. Lemuel Call Barnes, a former pastor of the church. The address was masterly and statesmanlike. Doctor Barnes pointed out the relationship which the church had sustained to the larger movements in the Baptist denomination. Its breadth of view and grasp of principles revealed Doctor Barnes at his best. At the Sunday School session Mr. Henry T. Bailey of North Scituate, an expert in Sunday School efficiency and a Baptist of the Baptists, spoke of the "Fountain of Perpetual Youth." The message and the man were intensely effective.

In the evening Prof. Spenser B. Meeser of Crozer, another former pastor, preached to a large congregation, the general theme being "Vision and Effort." Doctor Meeser is well known for the quality of both his mind and his spirit, and the sermon was telling. He delivered a protest against mere routine, and placed progress on a sound scientific and philosophical basis. His message is likely to take form in more than one activity.

On Monday evening over 500 sat down to supper at the Family Gathering. Pastors of neighboring churches were present. It was a happy time of reunion. Former Pastors Craft, Pendleton, Thomas, Bakeman and Rev.

The Present Handsome Edifice of the First Baptist Church, Dedicated in 1907

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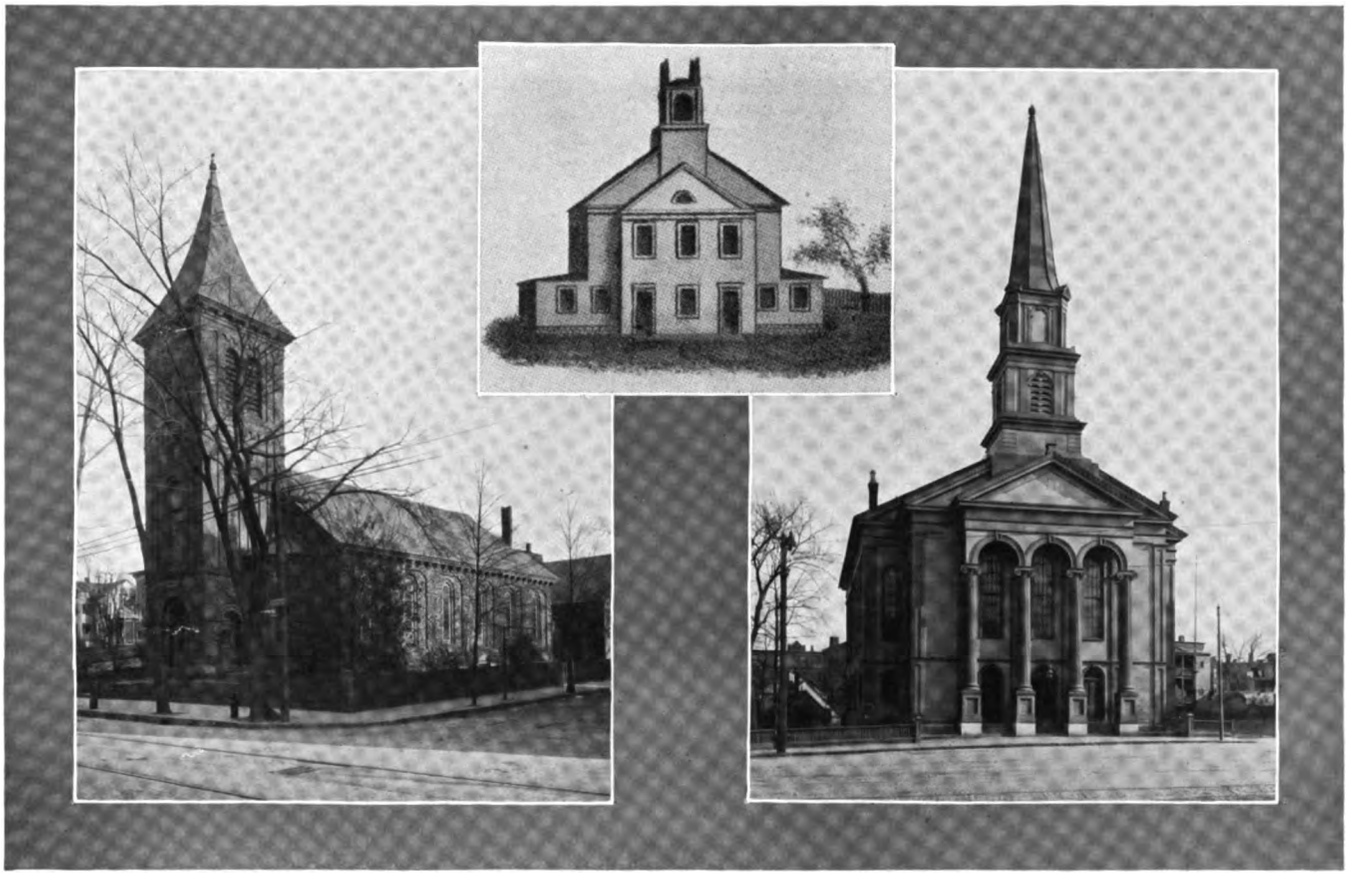
Charles H. Moss, son of Lemuel Moss, a former pastor; and F. B. Cressy, the grandson of a former pastor, brought greetings. At this meeting a Centennial hymn, written for the occasion by the well-known composer, W. H. Niedlinger, was sung for the first time. Mr. Alfred E. Bailey was the leader in this exercise, and Mr. Douglas P. Cook was at the piano.

On Tuesday evening a great gathering of the Young People's Societies of the city heard Rev. Allen A. Stockdale of Boston on " The Church on the Job." It was a remarkable occasion.



MAIN STREET CHURCH THE FIRST CHURCH SALEM SQUARE CHURCH

THREE OLD HOMES OF THE BAPTIST SOCIETIES IN WORCESTER

Wednesday evening was Baptist night. All the churches of the city closed their Wednesday evening prayer meetings to unite. A fine spirit of fellowship prevails among the churches of Worcester. Dr. F. W. Padelford brought his usual effective message, and the address by Dr. W. W. Weeks of Springfield was most inspiring.

On Thursday evening a conference of Boy Workers gathered in the parlors of the church. The First Church is doing perhaps the largest Boy's Work in the city, under the leadership of Mr. Ernest R. Whitman of Clark College.

On Friday evening a great interdenominational meeting was addressed by Rev. S. Parkes Cadman of Brooklyn, N. Y.

The history of the church has been notable. In 1795 there was but one Baptist in Worcester, by name James Wilson. For seventeen years he upheld the principles of the Baptist faith single handed, eventually establishing public worship in his home, where the First Baptist Church was organized in 1812. The first building was erected in 1813, and because of its plainness was called " the factory." When, in 1826, two wings and a steeple were added, some wag remarked that it seemed ready to fly away. In spite of the strenuous opposition of the established church, the society grew.

The first pastor was Elder William Bentley, a man of no education in the schools, but mighty in the Scriptures. He was popularly known as the Lord's Battle Axe. In spite of some internal dissension, the church increased in vigor. With the single exception of Mr. Bentley all the pastors of the church have been highly educated men.

Dr. Lemuel Call Barnes, a former pastor of the church, in the historical sermon delivered at the beginning of the celebration, called attention to the notable achievements of the former pastors of the church, especially in their relation to the larger movements in the denomination and in the world at large. We quote:

" This church was indeed a ' little one ' a hundred years ago. Now it has more than a thousand members. Its meeting house is worth one hundred thousand times its first house. But the duty assigned me is to note the progress of the whole denomination.

" *I. Progress in numbers.*

" In 1812 there were 172,972 Baptists in the United States. Now there are 5,454,198.

" At the jubilee meeting of the American Baptist

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Missionary Union, which occurred half way down the century which we are celebrating, a Worcester County pastor who was a distinguished mathematician—Rev. Kendall Brooks of the First Church, Fitchburg—showed that the denomination had multiplied by five and a half in fifty years, and said: 'Let us ask how long it would require, at this rate of growth, for the whole human family to be made disciples of Jesus. If, after the day of Pentecost, all who had been added to the number of the disciples were truly converted, and if from that day onward the growth of the church had been at exactly the same rate at which our churches have grown during the last half-century, until the whole race had rejoiced in personal discipleship to Christ, that blessed consummation would have been reached before the birth of Augustine; and if the church had from that time held its universal dominion, our world would have been rejoicing for more than fifteen hundred years in the complete establishment of the reign of Christ.

" 'Or, to make another supposition, if the same rate of increase that we have enjoyed during the last half century should continue, the year of our Lord 2100 would find every adult member of our race, old enough for church membership, included within the ranks of the Baptist denomination, even though the population of the globe should in the meantime be multiplied by four.' So far we are making that astonishing fact good in the second half of the century. We have increased in the same ratio as in the first half. The last two elaborate gatherings of religious statistics by the United States Census Bureau were in 1890 and 1906. In that sixteen years the gain in the number of Protestant ministers was 47 per cent., but the gain in the number of Baptist ministers was 70 per cent.

Rev. Jonathan Going, D. D.

Pastor of Baptist Church, 1815-1832
Organiser of First Sunday School in Worcester
Founder American Baptist Home Missionary Society

" *II. Progress in education.*

" In 1812 we had no theological seminary and but one college and one academy, now we have ten theological seminaries, ninety-nine colleges and ninety-six academies; instead of two schools of higher learning, two hundred and five, with 54,000 students and over $80,000,000 of endowments and other property. The progress in range of studies and in methods of learning has been as great as in the numbers of schools. Worcester Academy is giving a wider education now than Brown University gave one hundred years ago. The pastors of this church, almost from the start, have been educated men. Our second pastor, Jonathan Going, founded Denison University, which at the present day has a larger proportion of students for the ministry than any other college. Our third pastor, Frederick Willard, taught in more than one college, being at one time professor of chemistry and botany in a medical college. Pastor Lemuel Moss was afterward a college president, so was Pastor H. L. Wayland. Doctor Meeser is professor in a theological seminary. One of the greatest of our academies was founded by Pastor Going and two noble laymen of this church, Isaac Davis and Daniel Goddard. It has had for many years a principal who is a member of this church and one of the most eminent academy principals in the country, Dr. D. W. Abercrombie.

" Sacred literature has always been fundamental in Baptist life; but the study of it has made phenomenal progress in the last hundred years. At the time this church was organized a boy who had grown to thirteen years of age in a well-informed New England parsonage had never heard of a Sunday School as being held anywhere in America. Five years later the first one was organized in the First Church, Providence, R. I. The first Sunday School Primary Department in Worcester County, and one of the first in the country, was organized by Mr. Henry Howland in this church. No wonder that a Worcester man by the name of Davis helped organize in Providence. Davis is a great name to this day in Worcester Baptist Sunday School life. Halfway down the century Baptist Bible schools had multiplied to 9000, with 675,000 pupils. Now, at the end of one hundred years, we have more than 35,000 Bible schools, with nearly 3,000,000 pupils. The quality of Bible study has improved more than the quantity. At first it was mostly memorizing. We are coming now into the era of real study of the sacred writings. The sixty-six booklets of Holy Writ are valued at their true worth now as never before in history. This is true all the way from the lowest grade of the average Sunday School to the highest Biblical scholarship. It is true of all denominations, and it is doubtful if any one great scholar and teacher has done as much to stimulate the wide reaching progress as our own constructive genius, William R. Harper.

" The progress of the denomination in numbers has some significance. Its progress in literary culture, especially in learning the sacred literature, means far more. But in furthering the religion of Jesus Christ, the one thing of supreme importance is:

" *III. Progress in helping the moral and social uplift of mankind.*

" Until about one hundred years ago, after the first few generations of Christianity, chief attention had been given to its mental conceptions and its emotional satisfactions. It was about the time when this church was organized that a new day was breaking, a day which had dawned a few weeks before in England. It was just bursting above the horizon in America. The long night of introspection was about to give place to the day of wide outlook and altruistic endeavor.

" It was precisely in 1812 that the first American apostles of the world-wide human uplift set sail. One of the little company was a Worcester County man, Luther Rice. On the long voyage to India he restudied the Scriptures with profound care, and as a result became a Baptist. Returning to America, he traveled from Maine to Georgia, and spent the rest of his life and dynamic, splendid energy sounding the clarion call of

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DR. SAMUEL B. SWAIM
April, 1839-May, 1854

REV. LEMUEL MOSS
August, 1860-July, 1864

REV. H. K. PERVEAR
April, 1865-December, 1872

DR. B. D. MARSHALL
April, 1873-April, 1887

REV. GEO. G. CRAFT
January, 1888-October, 1894

DR. S. B. MEESER
January, 1896-June, 1902

REV. F. W. BAKEMAN
May, 1873-July, 1876

REV. C. H. PENDLETON
September, 1887-April, 1894

REV. L. B. THOMAS
July, 1896-December, 1900

A GROUP OF FORMER PASTORS OF BAPTIST CHURCHES IN WORCESTER
With exception of Dr. Swaim, upper two rows are pastors of Salem Square Church
In lower row are pastors of Main Street Church

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the new day. On all the Altantic slope and over the crests of the Alleghenies in the new Mississippi Valley, Baptists awoke at the reveille. This call of humanity

Rev. Lemuel Carl Barnes
First Pastor Reunited Societies, 1902-1909

brought them together for the first time in a large way. Within two years the triennial convention was organized. It had no ecclesiastical functions of legislation or of adjudication. Its only function was executive, the uplift of the human race into the kingdom of heaven on earth. During many recent years the chairman of the Managing Committee of that immense undertaking has been a member of this church, Mr. George C. Whitney.

" Eighteen years later the pastor of this very church, Jonathan Going, founded the other greatest organization of our denomination, the Society for the Uplift of all North America.

" Halfway down the century, at the Missionary Jubilee, Hon. Isaac Davis of this church said that he 'would deem himself guilty of dereliction of duty if he were not in favor of missions. He was acquainted with the man who had taken an early and prominent part in the work. They were boys together. In 1812, he, halfway around the globe, and I at home, both became Baptists by studying the Bible only; and when we met again we were both numbered with that poor, despised, peculiar people.

" 'We have every inducement to be consecrated to the cause of missions. You may think me an enthusiast. I am no more an enthusiast then Luther Rice was, and Jonathan Going, the founder of the Home Mission Society—my pastor for ten years. Pray let us lose no time in carrying the Gospel to the ends of the earth. As long as I live my prayers and my blessing shall be on the cause of missions.'

" At the end of the century which we are celebrating, in addition to innumerable smaller organizations, the Baptist Churches in the Northern states have six great societies, with 4800 employed men and women scattered throughout the world for its moral and social uplift, marshaling a vast company of volunteer workers.

" A few years ago the president of the Home Mission Society, Stephen Greene, proposed in his annual address that the various societies come into closer co-operation with one another. The time was ripe. The accomplishment of that is one of the crowning achievements of the century.

" The time also is ripe for closer co-operation, not ecclesiastically, but in practical endeavor, with other evangelical denominations. A former pastor of this church and the present pastor are active in that. In this respect there is a striking contrast between the end of the century and the beginning. When this church was organized the pastor of a neighboring Pedo-baptist Church, an educated and distinguished man he was too, went to the Baptist meetings and interrupted them with stringent protests. We have the dismal satisfaction of knowing that he got back every bit as acrimonious as those he gave.

" In one particular, Baptists have always been foremost in effort for the social uplift of humanity, i.e., in

Rev. Allyn King Foster
Pastor since 1909

advocating the rule of the people, thorough-going democracy. Four hundred years ago on the continent of Europe our people, many generations in advance of the

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times, laid down their lives by thousands as martyrs on that altar. A century later they were able to establish the first complete democracy on earth. Their leadership in that has been glowingly portrayed by the American historian, our fellow townsman, Bancroft. Recently a professor of law (Jellinck) in the oldest University of Germany published a book showing that Rhode Island was not only the first of complete democracies but also the actual fountain head of democracy for the whole world. To Bancroft and Jellinck might be added other great non-Baptist students of political history, like Gervinus, for instance, who affirmed the same thing. The last hundred years have witnessed a marvelous spread of this idea.

"Let me close this glimpse of our denominational progress during the century past with a word as to the call of the century to come. It is a call made imperative by our denominational history. It is a twofold call. But both folds are enfolded in the mission of Jesus Christ and his people, for the moral and social redemption of the human race.

"The first is our call to fling ourselves as never before into the endeavor to lift mankind into the spiritual likeness of Christ. Here, to-day, the voices of Williams, Carey and Andoniram Judson, Luther Rice and Jonathan Going ring in our ears. They demand of us continental and intercontinental endeavor for the moral uplift of the world. The fundamental hope for humanity is in the generation and regeneration of individual consciences. The hour has fully come, it is striking everywhere, for a great revival of heroic, self-sacrificing, irresistible conscientiousness.

"The other imperious call of the hour is one which comes with peculiar force to us at this historic moment. It is the call for the social uplift of humanity along lines of a complete democracy. President Eliot of Harvard was called upon to write mottoes for the Columbian Exposition. This wide student of human advancement placed on the central archway the words 'Toleration in religion the best fruit of the last four centuries.' We are the descendants of the Anabaptists who were the first great body of people in modern times to insist on complete liberty of soul; democracy, not only in religious, but also in civil affairs; and as well in industrial democracy. In recent months Great Britain has made mighty strides in the direction of the people's rights. It is no accident. It is in the nature of his Baptist faith that the puissant leader of the advance is our brother, Lloyd George.

"At last the whole world is swinging into line with us. Even Asia is becoming democratic. 'In the brief period of half a dozen years, since the beginning of the Russo-Japanese War, the entire continent of Asia, with such unimportant exceptions as Siam and Afghanistan, has been weaned away from despotism and set on the road toward constitutional government and democracy. The record is a startling one.' Myriads of Baptists, martyrs to the cause of social welfare, call upon us; great leaders in the past, like John Milton, Oliver Cromwell's secretary of foreign affairs, John Bunyan in jail, Roger Williams and Isaac Backus; together with magnificent defenders of the people's rights in the present, like Lloyd George and Justice Hughes, call upon us to put all our twentieth century forces into the cause of social uplift.

"It is for us, as for no one else, to make good, as followers of Jesus Christ, that most significant record about him, 'the common people heard him gladly!'"

This celebration served to emphasize once more some of the ideas that are in the minds of the progressive leaders of Christianity. It is perfectly plain that the conception of the church has vastly changed during the last generation. All the modern devices of civilization have served to bring communities closer together. Improved transportation has drawn the circumferences nearer the centre. Many a city church is still modeled on the plan of the village church of a number of years ago. The minister of these days can no longer be a mere parish priest, and the church whose main object is to build up its own institution is open to the serious charge of homicidal selfishness. All of the remarkable speakers at the First Baptist Centennial said practically the same things. For instance, the note of church comity was struck with telling force. Worcester has exemplified this idea in its church work for some time past. Last winter the spectacle of fifty Protestant churches working together toward a common end was seen in the Men and Religion Movement. It is the confident expectation that henceforth no church in Worcester will live unto itself. Denominations are as important as companies in the army. Convictions and traditions are always worth preserving. Some of them, to be sure, ought to be pickled and served as condiments, not as steady fare. The main thing is that the army shall march. Then again, the relation of doctrine to service was emphasized. A generation ago religion was largely introspective. The chief business of a man was to save his own soul, and because there were no sure tests, except the metaphysical, he was never sure of his own salvation. The present day religion is more practical, and a man is sure of his life when he loses it in service to others.

The churches are not repositories for saved souls, but clearing houses for serious helpfulness in the community. The distinctive note which was struck time and again during the centennial week was that of progressive methods in church administration. The dominant note of the present age is efficiency. Business is being revolutionized on this basis. The science of administration has already proceeded as far as the discovery of certain universal principles. The two opposite poles on which efficiency rests are, first, economy of expenditure and, second, faith. Too scrupulous economy tends to narrow. Too much gambling spirit is likely to wreck. It is the proper adjustment of these two great ideas that spells success in business and in church life. There must be no wastefulness and yet no niggardliness, which is false economy. There must be faith to try experiments, and yet no plunging. Mr. Stockdale suggested that every church board ought to have an undertaking department to bury the attempts that fail. Even the best chances often fail to realize the desired results. But the church or the business which does not keep trying experiments can not go forward effectively.

The First Baptist Church people have come to appreciate this more fully than ever, and it is safe to say that the coming winter will see many significant tasks accomplished.

In Unity There is Strength

For four years the Essex County Associated Boards of Trade and the Salem Board of Trade led a fight in face of the strongest kind of opposition for the establishment of an independent agricultural school in that county. They have finally won, the voters deciding the question by a vote of better than two to one in favor of the school. It is claimed by the sponsors that the school will keep boys on the farm and lead others to adopt agriculture as a vocation.

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Taking Advantage of Opportunity and the Result

The Remarkable Success of Mr. S. Z. Poli with Popular Priced Entertainment in This City, Traceable in Part to the Grasping of Opportunity at the Psychological Moment on Two Successive Occasions, Culminating with the Opening of His Handsome Elm Street Theatre

OPPORTUNITY knocks at every man's door at least once in a lifetime, it is claimed, lingering an instant to be welcomed and then flitting away if its reception is neglected. Cordially received and taken advantage of on its first visit, it sometimes comes back again to enrich its host over again, before continuing on its journey through the universe.

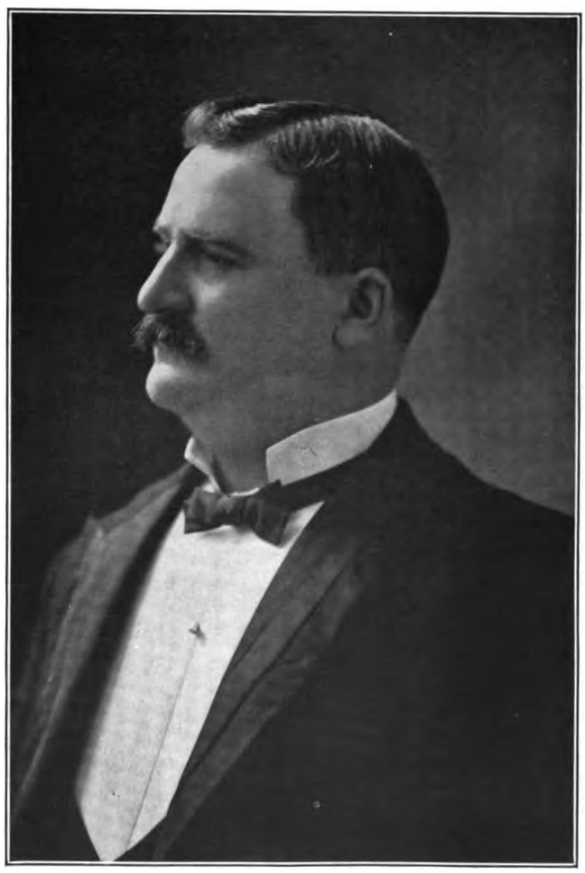
Some men laugh at the personification of this peculiar thing called Opportunity, and can logically argue that it must be created by the person reaping the later benefits. Others cling to the old superstition and as logically argue back that Opportunity is constantly banging at some man's door, waiting to assist him toward fame and fortune.

Other men—particularly the big creators of wealth—assume a neutral stand. They take in Opportunity every time it comes along, and between visits are creating big and little opportunities to get away from the ordinary routine of life and business.

To this latter class belongs Mr. S. Z. Poli, now ranking in the front line of vaudeville promoters of the world; but here in Worcester it has been a case of grasping Opportunity on two successive occasions, at the psychological moment, and making the most of it.

The first chance came in March, 1905, when fire gutted the old Crompton Block on Mechanic Street, and laid open a desirable site for a theatre in the heart of the city at a time when it had begun to look as if theatre sites, at reasonable figures, did not exist in Worcester. Twenty-four hours later Mr. Poli had that site tied up with options, grasping the opportunity without an instant's delay, for Worcester was big and healthy enough at that time to support another theatre, especially when that theatre was to be a popular priced one.

Litigation, instead of fire, was the robe assumed by Opportunity on its second visit to Mr. Poli in Worcester. It had entangled the Worcester Amusement Co. to such an extent that its proposed Lincoln Theatre on Elm Street stood deserted, with half-raised walls blotting the business district of the city. Here enters Mr. Poli again. This time he buys the property as it stands, picks up the unfinished contracts, and five months later throws open to Worcester people the largest and one of the handsomest theatres in New England—a play house of such dimensions that 2800 people can view a single performance.



Mr. S. Z. Poli

It was Opportunity again when, in the first instance, Worcester needed a larger and a modern theatre to be devoted exclusively to vaudeville in the winter and stock productions of Broadway successes in the summer; this time the city wanted another play house where the now universally popular moving pictures or "photo-plays," supplemented with vaudeville, might be given. Rivals in the theatrical field were clamoring for admission, on guard for every opportunity, as had been Mr. Poli seven years before. But this time he was on the inside track, fortified with the knowledge of the requisites of Worcester audiences.

As a moving picture proposition the Lincoln Theatre property was too expensive a morsel. But as a new home for Poli vaudeville and stock it was ideal, and the seven-year-old Poli Theatre—officially christened the Plaza, during the last month—unexcelled both in location and appointments for moving pictures, with excellent vaudeville thrown in for good measure.

Unquestionably the Plaza is an enormous sized theatre for the production of moving pictures, but Mr. Poli seems to have no misgiving about its ultimate success. He points to the thousands of disciples he has made to his particular types of entertainment in Worcester, and to a record of upward of 3,500,000 paid admissions in less than eight years in one theatre as his reasons for taking the big financial risk he has assumed. He has evidently given these thousands what they wanted, and believes that they will keep coming as long as he keeps up his standard of entertainment. Therefore, he is willing to take the chance.

No small share of the success of his Worcester enterprise is shared by Mr. Joseph C. Criddle, manager of the original Poli Theatre from the beginning of its first stock season in July, 1906, until he was transferred to direct the destinies of the new Poli Theatre on Elm Street. He came to Worcester with a record of nearly ten years' service as assistant and manager to Mr. Poli.

The new Poli Theatre which Manager Criddle has taken charge of is 126 feet long and 124 feet wide, with equal frontage on both Elm and Maple Streets.

Built of brick, concrete and

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steel, the structure is considered as near fireproof as is possible to construct a theatre; with an unusual number of precautionary features to protect patrons in case of any serious trouble which might lead to a panic, with the accompanying injury to life and limb of an audience.

The foundation of the building is entirely of concrete, making a base as sound almost as the proverbial rock of Gibraltar. The walls are of brick, steel and concrete, with partitions and fire proof doors of sufficient thickness to withstand almost any degree of heat. The floors, both in front and back of the stage, are built over concrete of a uniform thickness of four and one-half inches. The stair cases throughout the building are constructed entirely of concrete and steel.

Twenty-inch walls of brick and concrete separate the auditorium from the stage, while the stage opening is protected by an asbestos curtain of unusual thickness and weight. Behind the footlights, drops and wings are of fire proof material, as far as practical, while a battery of chemical extinguishers, in addition to three stand

EXTERIOR OF NEW POLI THEATRE ON ELM STREET

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pipes and hose, are stationed at convenient intervals, should a blaze occur on any part of the stage.

The steel and concrete idea, reducing the use of lumber to a minimum, is even more pronounced on the stage than in the auditorium of the theatre.

An automatic sprinkler system has also been installed, penetrating to every part of the building from the basement to the roof.

the world for Mr. Poli to know that his patrons are protected in every possible way against fire. They can not help but feel secure, and therefore the more timid element will make its visits to the play house a regular, instead of an occasional, occasion. But there is another side to the story as well—a side which means more dollars and cents to the owner. It is a well-known fact that theatres are risks which the fire and accident insurance

INTERIOR OF THE NEW THEATRE, SHOWING THE HANDSOME PROSCENIUM ARCH

With these various features and precautions one would be lead to believe that only the exact number of exits required by law would be in evidence. Yet, exactly the reverse is true. Mr. Poli has apparently taken no chances of any mob scene or mad scramble being enacted in his auditorium if his patrons become panic stricken. The theatre is equipped with twenty-four exits, located in all parts of the Elm and Maple Street sides of the building, a feature which is claimed to make possible the emptying of a capacity audience of 2800 people in less than five minutes under the most adverse circumstances, and in a shorter space of time under normal conditions.

One might ask the wisdom of all these improved conditions. Very naturally, it's the best business logic in people are not over anxious to take. Therefore, the rates are high, and the item of expense to the owner a sizable one every year. As in other business concerns, the more precautions taken to reduce the risk the lower the rate, and it is here that Mr. Poli scores again. From all figures available, it is claimed that the insurance rates on the new Poli Theatre are lower than any existing rates on any theatre in this country.

The exterior of the new theatre, though plain in design, is not unpleasing to the eye. Constructed of light colored brick, the bareness of the walls is relieved by a panel effect and a simple ornamental trimming.

The main entrance to the theatre is on the easterly end of the Elm Street side, but a few steps from busy Main Street. A heavily ornamented copper and plate

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glass marquee extends over the sidewalk, brilliantly illuminated at night, and greatly enhancing the beauty of the entire building.

This entrance leads into an outer lobby wherein is located the reserved seat ticket office. This lobby is heated by means of a series of huge radiators, encased within a network of ornamental steel.

Separate entrances are provided for both the first and second balconies with well appointed ticket offices for each. It is also possible to reach the main auditorium from the first balcony, direct, by means of a spacious staircase.

Heavy maroon curtains shut off all drafts from the main corridor of the auditorium floor, and once within these the visitor is immediately impressed with the magnitude of the play house and its pleasing decorative scheme. Light colors predominate in Mr. Poli's new theatre, as they do in all his play houses. The darker colors are depressing to an audience, in his judgment, and have no place in his structures.

The following descriptive criticism of one writer gives an excellent idea of the entire color scheme:

"The decorations are of white and gold, with repeating patterns of delicately tinted flowers. The exterior of loges and boxes presents a white surface, broken by simple scroll designs of gold. The same effect is carried out along the arch. The ceilings are tinted in olive green and delicate maroon, with patterns of equal spacing from a central point of design.

"The keynote of the entire scheme is offered in a central group of figures above the arch, framed in a circle of green and gold festoons. Within this artistic frame has been painted an allegorical conception of music, of two figures floating on filmy clouds, surrounded by cherubs that seem inspired by the melody from strings of a harp in the hands of the most prominent figure.

"With the color scheme centralized in this mural painting, the eye follows a gradation of tints until it rests on the painting of the main curtain. Here the red velvet curtains in the composition, probably a half-shade darker than the heaviest note in the central painting, prepare the senses to harmonize the effect with the red velours seats in the auditorium, still darker in tone. The whole scheme is one of nicely adjusted values."

The auditorium floor has a seating capacity of 1188, exclusive of boxes, probably the greatest of any theatre in New England. The balcony seats 693, and the gallery 692. With loges and upper boxes the total seating capacity is upward of 2700.

Not a pier or post mars the view of the stage from any part of the house, and the seating arrangement is such that an excellent view can be obtained from every seat. The lighting is also perfect. Though the interior of the theatre is as brilliant as at noonday, no glare strikes the eye, the light being diffused from hundreds of lights sunk in the ceiling and walls.

Well appointed retiring rooms for ladies are located on the main floor, with a matron in attendance, while in the basement is located the men's smoking and toilet room.

Mr. Criddle's private office and rooms for members of his personal staff are located on the second floor, the main entrance to which is on Elm Street. These business offices are well equipped with modern office furniture and fixtures peculiar to the business end of the theatrical profession.

The comfort of patrons of the balcony and gallery has not been neglected, for here are located again the excellently appointed retiring rooms.

The proscenium arch of the stage is one of the handsomest in New England. It is 52 feet wide and 36 feet high, with a stage depth of 35 feet.

"Back stage" the most modern equipment and arrangement prevails, both for producing the varied lighting effects and handling scenery and properties. The immense gridiron will accommodate seventy-two drops and borders, while ample space is afforded on either side of the stage proper to handle and pack the flat scenery.

The necessity for the constant employment of a scene painter brought about the arrangement of a stage studio in the loft, where the artist can work, away from the noise and dust of the main floor.

Sixteen dressing rooms, each one finished in a light brown and practically fire proof, have been laid out, of which twelve are above the stage floor and four are below. The theatre orchestra is also provided with a room below stage, where its various scores and music instruments may be kept in safety.

The gigantic switch board, controlling the many circuits of the entire theatre, has its accustomed place on the right side of the stage section. It is provided with the three-wire system, re-enforced with gas, making it next to impossible for the structure to be thrown into darkness through accident.

Any description of a theatre the type of the new Poli house would be incomplete without reference to that now permanent fixture, the moving picture booth. Located on the balcony floor, it is built entirely of steel and concrete, and is considered absolutely fire proof. It is equipped with the latest model picture machines and stereopticons, arc rectifiers and transformers.

Particular attention has been paid to the heating and ventilating of the building. An indirect system is used, force fans supplying warm air in winter and cold air in summer.

This briefly describes the new Poli Theatre, Worcester's latest and Mr. Poli's best contribution to popular priced entertainments. Its magnitude somewhat awed Worcester people during opening week, but in the succeeding eight weeks since the play house has been opened it has been demonstrated time and again that Mr. Poli's faith in the play-going public of this city was well placed. On several occasions the seating capacity has been taxed, and at every performance empty seats are few and scattering—a continuous tribute to the owner and originator of high-class entertainment at popular prices in Worcester.

The Carnegie Libraries

Two Worcester architects have been selected to draft plans for the proposed three Carnegie branch libraries which are to be erected in three outlying districts of this city; the sites for which, in South Worcester, Quinsigamond and Greendale, were contributed to the city by public spirited manufacturers and citizens.

The Worcester architects selected are: Fuller & Delano Co. and the L. W. Briggs Co. A third architect is also to present plans, Henry D. Whitfield, New York.

The buildings are to be similar in design, to be built of brick with limestone trimmings.

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Looking Ahead to the Tercentenary of New England

Notable List of Prominent New Englanders Brought Together by the Worcester Board of Trade to Discuss a Plan to Set Forth the Conception of Three Centuries of Development of New England as a Unit, Territorially, Industrially, Commercially and Educationally

By Rev. John L. Sewall

EIGHT years from the present month will bring a noteworthy anniversary of its birth to this commonwealth's oldest town, which is also the first settlement on the Atlantic Coast to enjoy unbroken community life up to the present hour. The famous rock upon which the Mayflower's passengers disembarked bulks small; the town which has grown up around it is of modest size when compared with many of its neighbors, but the influences, direct and indirect, which have gone out from those early days and deeds upon the courses of later history have profoundly impressed all thoughtful students of the affairs of men. The spirit of the first settlers of Massachusetts long since sent its vitalizing force far beyond the borders of this country and the confines of this continent; but it is within the six New England States that this spirit has been most fruitful and dominant. During its formative period the geographical isolation of this section gave ample opportunity for the Pilgrim leaven to reveal within fixed limits the richness and plenitude of its power. As a result New England has come to be a distinct and widely recognized factor and force in the broader and more varied life of the nation. Its sons and daughters who have left its narrow limits for the vaster areas of our newer sections carry with them a loyal remembrance of their early homes, and in large centres from New York to San Francisco associations of New Englanders keep ever green the memories of the past, and instinctively, if not with conscious effort, strive to reproduce everywhere New England thrift and enterprise, together with devotion to popular education and the fullest freedom for the spiritual life of the race. In view of these facts, we have a clear right to think of the year 1920 as a red letter date, not for Plymouth alone, but for New England as a whole.

In the early summer of the present year the attention of the officers and directors of the Worcester Board of Trade was called to this significance of the approaching tercentenary of the landing of the Pilgrims, as related to New England as a whole, and some definite suggestions of a celebration of this event were outlined. This matter was referred to the Committee on Statistics and Information, who gave the matter prompt and thorough discussion, and decided that it was worthy of further consideration. Upon the recommendation of this committee, the Board of Directors, at their meeting on June 20, appointed a special committee to mature the details of the plan, to prepare a list of representative men from the six New England States, and to invite them to be the guests of the Board of Trade at a midday luncheon, on which occasion their counsels could be obtained, and the responsibility for any further action, if such were deemed wise, could be left with those who thus came together. For the expenses of this invitation and luncheon suitable provision was made by the board and by members of the committee, which as finally constituted, was as follows: Hon. James Logan, President Edward M. Woodward (taking the place of Mr. David H. Fanning who was unable to serve), President G. Stanley Hall, Prof. George H. Blakeslee and Rev. John L. Sewall.

The first meeting of this committee was held on Friday, June 28, in the directors' room, with Secretary Davison present. After a full discussion of the subject it was deemed wise that such conference of representative New Englanders should be deferred until after the close of the political campaign; and a sub-committee was charged with the responsibility of preparing the invitation and the list of guests.

On November 1 the following communication was sent to nearly one hundred prominent citizens of New England:

Dear Sir:

In behalf of our Board of Trade, the most widely representative body of Worcester's citizens, we ask your earnest attention to the enclosed plan, outlining a tercentenary celebration of the beginnings of community life in New England, looking to an adequate and appropriate commemoration in 1920 of the aims and achievements of the earliest settlers of this section of our country.

This plan so far commended itself to our directors that they have authorized this committee to extend an invitation to a group of gentlemen felt to be representative of New England thought and action, whose names are enclosed. This invitation, if accepted, does not commit you in any way, as this meeting is simply a preliminary conference for the purpose of considering the wisdom of holding such a celebration. Neither this committee nor the organization which it represents has the purpose or wish to take any responsibility in this matter, beyond calling and entertaining this conference; what action, if any, shall be taken is to be left wholly to those present.

We accordingly request the honor and pleasure of your presence at a luncheon at the State Mutual restaurant, 340 Main Street, Worcester, Mass., on Saturday, November 16, next, at 1 o'clock p.m.

We sincerely trust that your engagements will permit your attendance, but if for any reason this be impossible we earnestly ask for a full statement of your views concerning the matter for the guidance and help of those who may be present.

In behalf of a New England that shall become in future years ever worthier of its past, and be better understood and appreciated by all the world, we remain,

Very truly yours,
John L. Sewall,
Clerk Tercentenary Committee.

The detailed plan, enclosed in each invitation, was as follows:

NEW ENGLAND, 1620-1920

Plan for a Tercentenary Celebration

The completion of three hundred years in the life of New England is worthy of wider notice than a local celebration at Plymouth Rock.

It should set forth the conception of three centuries of development of New England as a unit—territorially, industrially, commercially, educationally—and thus as a factor in the growth of the United States.

The effort should be made to show, both to our own people and to the world, the New England of 1920 as the fruitage of the seed planted in 1620.

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General Method of the Celebration

The entire year 1920, and especially the summer months, should be made a season for the home coming of as many as possible of the children of New England from all parts of the world.

Disregarding the exact year of their own beginnings, towns and cities should in that year carry out local celebrations of their origins and early days, magnifying to the utmost past events and early traditions.

The visible outcome of three hundred years of achievement should be set forth under certain natural divisions:

1. The industrial growth of New England. In order to live, the first settlers had to be successful men of affairs, and it was their business skill and courage and sagacity which laid the foundations for all other kinds of progress.

2. The agriculture of New England, for a time overshadowed by that of Western regions, but now receiving again due recognition of its importance.

3. An exhibit should be made of the educational and literary development of New England, confessedly influential far beyond its borders.

4. Achievements in civics, the contribution of the New England town to the progress of democracy, the growth of the city and the commonwealth.

5. The rise and growth of humanitarian movements in all lines of human betterment, individual and social; the exaltation, to the supreme place, of human values.

Such exhibitions should not be confined to the backward glance, but show as far as possible the future possibilities of New England.

The method of the exhibition should be to show living exhibits and originals, rather than facsimilies and reproductions; to take visitors through all sections of New England, to its historic shrines, through its schools and factories as they are in operation. In view of the smallness of the thickly settled part of New England, and the constantly improving methods of transportation, distribution of visitors will be feasible and attractive. In a sense this will make each part of New England an exhibit in a " World's Fair."

Initial Steps

Such a plan may well appeal to all classes of citizens in all portions of the New England States, as well as to those who have gone forth from her borders. Its plan to enlist all sections in a common endeavor should prevent local jealousies and antagonisms. Its educational and inspiring possibilities ought to be apparent.

Three groups of persons may be looked to for the initiative:

First. Associations and individuals interested in research and preservation of the spirit of the past; historical societies.

Second. The educational, literary and humanitarian workers of New England.

Third. The agricultural, industrial and commercial forces of New England, including our great agencies for transportation.

At a later state in the development of the plan, associations of the sons and daughters of New England, outside her borders, may be counted upon for effective co-operation.

After such groups of workers have voluntarily taken the initial steps it will be time for civic bodies—towns, cities, states—to officially participate, if they desire.

The responses to this invitation have far exceeded the largest hopes of the committee.

Letters of regret over inability to be present, in many instances adding expressions of interest in the plan and a hope that it might be consummated, were received from the following gentlemen:

Maine

Hon. James P. Baxter, Litt. D., president Maine Historical Society.
Edward M. Blanding, Bangor, secretary Maine State Society.
Hon. Frederick E. Boothby, Portland, president " Maine, 1920."
W. DeWitt Hyde, LL. D., president Bowdoin College.
Gen. Thomas L. Hubbard, president International Bank Corporation.

New Hampshire

Rev. Thomas Chalmers, D. D., Manchester.
Hon. Samuel C. Eastman, Concord.
Hon. James O. Lyford, Concord.
Hon. Frank W. Rollins, Concord.
William J. Tucker, LL. D., president emeritus Dartmouth College.
Ernest Fox Nichols, LL. D., president Dartmouth College.

Vermont

Hon. Carroll S. Page, U. S. senator.
Gen. Theodore S. Peck, Vermont Society Colonial Wars.
Rev. Arthur P. Pratt, Bellows Falls.
Redfield Proctor, Jr., president Vermont Marble Co.
Gen. Nathan G. Williams, Vermont Farm Machine Co.

Connecticut

Irving Fisher, Ph. D., professor political economy, Yale College.
Rev. Samuel Hart, president Connecticut Historical Society.
Arthur T. Hadley, LL. D., president Yale University.
Charles S. Mellen, president N. Y., N. H. & H. R. R.
Rev. Rockwell Harmon Potter, D. D., Hartford, president Connecticut Bible Society.
Charles F. Brooker, Ansonia, manufacturer.

Rhode Island

W. H. P. Faunce, LL. D., president Brown University.
Rathburn Gardner, Esq., Providence.
Stephen O. Metcalf, president Providence Journal Co.
Hon. William H. Sweetland, justice R. I. Supreme Court.

Massachusetts

Charles Francis Adams, LL. D., president Massachusetts Historical Society.
Melvin O. Adams, LL. D., president Boston, Revere Beach & Lynn Railroad.
Gen. Francis H. Appleton, president Essex Institute.
Gen. Wm. A. Bancroft, president Boston Elevated Railway.
Hugh Bancroft, chairman directors port of Boston.
Hon. Samuel Bowles, editor Springfield Republican.
Kenyon L. Butterfield, LL. D., president Massachusetts Agricultural College.
T. E. Byrnes, vice-president N. Y., N. H. & Hartford R. R.
Rev. Raymond Calkins, D. D., pastor Shepard Memorial Church, Cambridge, Mass.
Samuel B. Capen, LL. D., president A. B. C. F. M.
Rev. Samuel McChord Crothers, D. D., Cambridge, Mass.
Hon. T. Jefferson Coolidge, Boston.
Prof. Albert Bushnell Hart, Harvard University.
J. H. Hustis, vice-president N. Y. C. R. R.
Harry A. Garfield, LL. D., Williams College.
George E. Keith, president Geo. E. Keith Co.
Hon. John D. Long, ex-secretary of the Navy.
Richard C. MacLaurin, LL. D., president Massachusetts Institute of Technology.
James A. McKibben, secretary Boston Chamber of Commerce.
Alexander Meiklejohn, LL. D., president Amherst College.
James P. Munroe, publicist.
E. H. Naylor, secretary Springfield Board of Trade.
Bliss Perry, LL. D., professor English literature, Harvard University.
Joseph B. Russell, president Boston Chamber of Commerce.
Alfred E. Stearns, Ph. D., president Phillips Andover Academy, Andover, Mass.
George S. Smith, ex-president Boston Chamber of Commerce.
Hon. James J. Storrow, Boston.
Lucius Tuttle, ex-president Boston & Maine R. R.
E. V. R. Thayer, president Merchants National Bank, Boston.

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On the appointed day the following guests presented themselves at the parlors of the Commonwealth Club for a brief reception, followed by a luncheon served in an adjoining room of the State Mutual restaurant:

Sylvester Baxter, Esq., secretary Metropolitan Improvement League, Boston; D. Chauncey Brewer, Esq. president North American Civic League for Immigrants, Boston; Charles W. Eliot, LL. D., president emeritus of Harvard University, Cambridge; Rev. Samuel A. Eliot, president American Unitarian Association, Cambridge; Theodore Francis Green, Esq., Providence, R. I.; Mr. Edwin D. Mead, secretary World's Peace Foundation, Boston; Mr. Wilfred H. Munro, president Rhode Island Historical Society, Providence, R. I.; Mr. Carl Rust Parker, secretary "Maine, 1920," Portland, Me; Mr. G. A. Parker, superintendent of parks, Hartford, Conn.; L. Clark Seelye, LL. D., president emeritus of Smith College, Northampton; Mr. G. S. Sevey, editor of the Homestead, representing Mr. Herbert Myrick, Springfield.

In attendance from Worcester were: President Edward M. Woodward and Secretary Herbert N. Davison, of the Board of Trade; his honor, David F. O'Connell, mayor; President G. Stanley Hall, Prof. George H. Blakeslee and Rev. John L. Sewall of the Committee of Arrangements; also several representatives of the press.

At the opening of the luncheon Mr. Woodward extended a hearty welcome to the guests, and excused himself on account of important business connected with the board. At the close of the luncheon, which was entirely informal, Secretary Davison called the company to order and explained briefly the genesis of the movement, expressing the pleasure felt by the hosts in the attendance of such a noteworthy body of guests. He then called upon Mayor O'Connell to voice the greetings of the city of Worcester. These were presented by His Honor with great heartiness and felicity. In the course of his remarks the speaker alluded to the present conditions in the social and industrial life of New England, and urged the wisdom of planning for such a celebration of an illustrious past in order to counteract propagandas of unrest and lawlessness which are threatening us to-day—a sentiment which proved the keynote of several later utterances.

The first guest to be called upon was the distinguished president emeritus of the nation's oldest institution of learning. Doctor Eliot dwelt most sympathetically upon the characteristics and achievements of the Pilgrims, and the importance of perpetuating their many-sided virtues. A worthy representative of the state of Connecticut was next introduced in the person of Mr. G. A. Parker, superintendent of parks for the city of Hartford. He expressed deep interest in the plan offered to the consideration of the gathering, and assured his hearers of the sympathy and support of his section of New England. Mr. Carl Rust Parker from Portland, Me., then brought greetings from "down East." Mr. Parker is the secretary of a movement called "Maine, 1920," which for the last two years has been looking forward with definite expectations to the centennial of the Pine Tree State in that year. He commented upon the close resemblance between the aims of their organization and the proposed plan for the tercentenary of the New England as a whole, and the certainty that the two plans would prove mutually helpful. Rhode Island was next called upon, and an earnest response came from Mr. Wilfred H. Munro, president of the Historical Society of that state. He touched upon the importance of keeping alive in each succeeding generation the ideals of the years gone by, and, in unison with others, urged the value of such a celebration as the one proposed as a means of enlightening and unifying the multitudes of recent comers to our shores.

The shortness of the time, owing to early afternoon engagements of several who were present, compelled the chairman to reduce to the lowest limits the moments allotted to other guests, and even such heroic measures failed to give opportunity for all present to voice their feelings; but in rapid succession Mr. Green of Providence, Dr. Samuel Eliot of Cambridge and Ex-president Seelye of Northampton expressed their interests in the plan under consideration, and their hopes that it might be taken up and carried on in a manner worthy of its high aims. Mr. Sevey spoke particularly for the agricultural interests of New England, and dwelt upon the large part which they should have in any celebration of the kind proposed. The closing words were spoken by Mr. Brewer, whose message concerning New England's duty to her recent immigrants is now being heard with so much interest and quick response. He fitly summarized the various suggestions which had been made, and once more struck the note of loyal effort to reproduce and illumine the days of old for the sake of our incoming citizens from all parts of the Old World.

The hour of three o'clock had of necessity been set for the adjournment of the conference, and in the moments just previous, the chairman, Mr. Davison, made clear to his listeners that with the entertaining of this conference the Worcester Board of Trade felt that its proper responsibility was at an end, and called for an expression of opinion as to whether the plan under consideration should receive further attention. It was unanimously voted that it was the sense of those present that some celebration, following the general broad lines laid down in the plan, should be attempted, and that a meeting should be called at some later date to assemble in Boston, where larger numbers might be present and more detailed discussion take place. Mr. Brewer and Mr. Sewall were asked to act, respectively, as chairman and clerk, to arrange for such a gathering early in the new year.

Prior to this action the clerk of the committee read extracts from letters received from the many who had been unable, owing to the shortness of the notice, to so arrange their engagements as to be present. Some of these commendations of the plan, with suggestions for procedure, follow.

From two presidents of state historical societies came these communications:

BERKELEY DIVINITY SCHOOL,
MIDDLETOWN, CONN.

I can not but be interested, both as an individual and as president of the Connecticut Historical Society, at the suggestion, contained in your letter and its accompanying document, that New England should provide for a suitable commemoration of her tercentenary. I regret that I can not, by reason of urgent duties, accept your invitation, but I trust that you will be assured of my desire to render such service and encouragement in the matter as I can.

Very truly yours,
SAMUEL HART.

PORTLAND, ME.

I heartily approve of the plan for a tercentenary celebration of the beginning of the life of our nation, of which Plymouth Rock stands as a symbol, and I shall be very glad to assist in it. At the proper time I will lay the matter before the Maine Historical Society for its approval.

Yours very truly,
JAMES PHINNEY BAXTER.

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From one of the two New England States not personally represented, Vermont, the following letter came from Gen. Theodore S. Peck of Burlington:

I regret exceedingly that my physical condition will not permit my being with you; I heartily endorse the project, however. . . . Certainly the aims and achievements of the earliest settlers of this section of our country are of sufficient importance to merit a worthy celebration which will show to the whole world that we honor the memory of our forefathers and all they suffered and accomplished to make New England what it is to-day. The plan outlined is one which, I am sure, will meet with the hearty commendation of all interested. Even though Vermont may not be represented at the meeting on the 16th inst. I am sure that her citizens will be none the less interested in this appropriate celebration.

Mr. Redfield Proctor, at the head of the Vermont Marble Company, wrote thus from the House of Representatives, Montpelier:

The plan for a general New England celebration such as you have outlined commends itself to me. Many other sections of our country have celebrated various anniversaries with large expositions and at great expense. A large exposition for a New England celebration would not, however, appeal to me as much as the plan you outline. I have not consulted with others, but do not doubt Vermont's readiness to co-operate and take her part.

Up to the last moment Ex-governor Rollins of Concord and Rev. Thomas Chalmers, D. D., of Manchester expected to be present as representatives of New Hampshire, but each was unavoidably detained. The following words, however, may be quoted from a letter from Dr. William J. Tucker, president emeritus of Dartmouth College: "I am heartily in favor of the scheme which you propose, and as you outline it. You are moving at the right time, and, as I think, in the right way."

In addition to the spoken words from Rhode Island's two representatives, the following letters were of special interest:

THE SUPREME COURT, PROVIDENCE.

I regret that I shall not be able to attend the luncheon in Worcester on Nov. 16, 1912. I have read the plan for a tercentenary with interest. The purpose and general outline of the proposed celebration appears attractive, and I am sorry I can not hear more about it on Saturday. I am in accord with the idea and trust you will have abundant success.

Very truly yours,
WILLIAM H. SWEETLAND.

From Mr. Stephen O. Metcalf, president of the Providence Journal Company:

The idea of an appropriate commemoration of the tercentenary anniversary of the beginning of community life in New England seems to me very proper. I shall be very glad to offer the hearty support of the Providence Journal to such a cause, and perhaps can aid you in other ways.

Coming back to Massachusetts, and to "The Hub" and its vicinity, the following quotations will command interest:

From Ex-governor Long of Hingham, in the "Old Colony" country: "I think that the proposed commemoration of the tercentenary in 1920 is a good suggestion. There will probably be a very general and important commemoration by the Pilgrim Society of the landing of the Pilgrims in 1620 at Plymouth; the movement is already started."

From Gen. Francis Henry Appleton, president of the Essex Institute: "I decidedly believe in a 'New England' move, such as your communication suggests. New England has the earliest place in history in this country. She should keep together in effort, and your plan will promote that. We should, as you so wisely say, look to future possibilities as well as take backward glances."

President Joseph B. Russell of the Boston Chamber of Commerce added these sentiments to his regrets at being kept from the gathering: "I have not had time as yet to thoroughly digest the statement sent with your letter, but on general principles anything of this sort, if it can be properly and adequately carried out, is of great benefit to all. I will look into the matter further, and meanwhile wish you every success in your efforts."

Another one of Boston's leading citizens, Hon. Samuel B. Capen, thus writes:

It seems to me very true that we ought to make much of 1920. As we approach the time I think there will be a general feeling that something large and worthy in every way should be attempted. If I do not come to Worcester I shall await with great interest the conclusions reached by the gentlemen who are able to come together, or who can send messages of co-operation. The outline that you have proposed seems to me an excellent one because of its breadth and because of the emphasis it puts on the civic and moral and religious aspects.

Some exceedingly practical suggestions for future progress came from Mr. James P. Munroe, formerly the director of the "Boston, 1915" movement:

As you know, I believe that some occasion should be taken, and probably 1920 is the best one, to emphasize not only to the world but to New Englanders themselves, the tremendous undeveloped possibilities of this section of the country. Just how this may best be done I am not now prepared to say. It seems to me from my experience that this skeleton of a plan must be concrete and well worked out before you can hope to arouse much interest or enthusiasm in the people of New England in general. The only idea of such a celebration at present in Massachusetts is an exposition or world's fair of the accepted type, and to such a scheme New Englanders have never been favorable. Therefore, the plan for the New England tercentenary must depart, it seems to me, from the conventional, must be a real novelty, and must be so carefully thought out and so obviously desirable as to gradually win the adhesion and enthusiasm of practically the whole of New England.

Of great interest is the judgment expressed upon such a plan by certain New England interests most highly essential to its success—our transportation agencies; and in the following words their representatives speak in no uncertain terms:

Mr. Hugh Bancroft, chairman of the directors of the port of Boston: "I think the proposal is a splendid one, and I am very glad to assure you of my interest."

Mr. Timothy E. Byrnes, vice-president of the N. Y., N. H. & H. R. R. Company, writing on the morning of November 16: I am thoroughly in sympathy with your tentative plan, as it has been outlined to me, and will be glad to co-operate, in so far as I can, to make the movement a success."

Mr. J. H. Hustis, vice-president of the B. & A. R. R.: "I regret that a prior engagement for that date will prevent my attendance at the conference, but you may be assured of my interest and co-operation in the plan which you have in hand."

Mr. William A. Bancroft, president of the Boston Elevated Railway Company: "I like very much the idea which you propose, both from the commercial and historic standpoint, as well as from the point of view of New England development and New England's contribution to the growth of the nation."

In view of the widespread interest already shown in the responses to this suggestion, weighing the names of those who have endorsed the plan in its tentative stages, and considering the variety of interests already actively represented upon this preliminary committee, as constituted at the recent gathering, it does not seem an over sanguine prediction that further progress is sure to come from this auspicious beginning, when in the month of January, next, a much larger number of New England's leaders and lovers will be called together for an entire day's conference in the city of Boston.

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The Colonial Possessions of the Worcester Art Museum

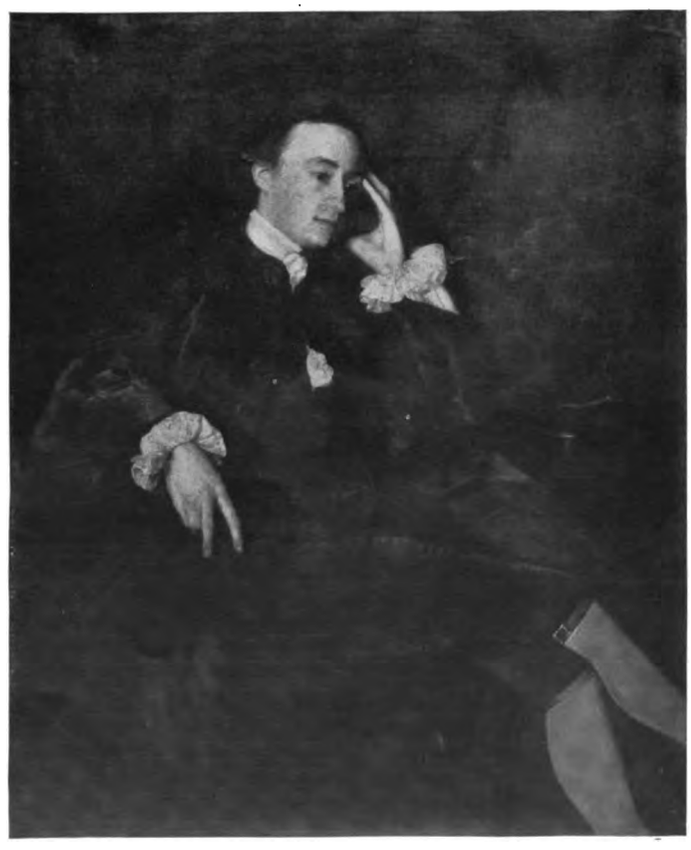
Its Famous Portraits, Its Beautiful Old Silver, Its Many Examples of Colonial Workmanship, All Reflecting a Certain Quality of Dignity and Charm and Adherence to a Certain Purpose, Confer More Distinction on This New England Museum Than the Possession of a Rubens or Titian

By Margaret E. Sawtelle

WHEN Charles Eliot Norton once visited the Worcester Art Museum he made the remark that the group of Salisbury portraits conferred more distinction on this New England museum than the possession of a Rubens or a Titian would have done. For these portraits represent six successive generations of one family, which, from about 1647 to 1905, lived here in Massachusetts. In these days of constantly shifting population, such continuity is in itself sufficient to make the collection notable. But when one reflects that it stands not merely for one family but for American types and American art, from the days of colonization to the twentieth century, and that it is supplemented by a background of eighteenth century miniatures, furniture and silver for the most part connected with the same family, it becomes evident that it affords a rather unique summary of American development. During the present widespread discussion of the Constitution, such a glimpse of the contemporaries of the framers of that document is not without general interest.

The portraits comprise twenty-three of the Salisbury family and connections, and two others of the colonial period. Of these, four may be selected as representative of the artistic and social progress of the country. The first is that of Thomas Elbridge of England (1615-1674), who inherited from his adventurous and pioneer great-uncle, John Aldworth, and held until 1672 about 12,000 acres of land in northeastern New England. (The historical facts stated both here and elsewhere in this article, including all quotations, are obtained from the "Family Memorials" by E. E. Salisbury.) In Thomas Elbridge we see the seventeenth century Englishman, of whom the early population of Massachusetts was so largely composed, somewhat ponderous and with a lack of keen humor that partly explains not only Elbridge's own reported difficulties in his governorship over the Pemaquid tract, but also the whole English lack of comprehension in handling the colonial situation. The long curled wig, full white neckcloth and plain dark coat help to place the period; so, too, does the manner of painting. The dullness of coloring, general flatness and hard outlines strike us who are accustomed to the brilliant colors of the impressionistic school as dingy and unconvincing. They show us a day when England was preoccupied with colonization and its problems, and when New England pioneers, busy with establishing towns in the wilderness, organizing churches, government and business, and spending their few remaining moments in fighting the Indians, had small leisure or opportunity for developing critical taste in art.

In the century that passed between the painting of this picture and Horace Johnson's portrait of Stephen Salisbury, 1st, (1746-1829), certain definite changes took place. There is still a lack of appreciation of the vividness and variety of color to be found in human flesh, and the opportunity for showing the play of light and shade on fabrics such as the bottle green coat and white ruffled neck-cloth and cuffbands has been missed. But the painting is already freer, the attitude easy, the face full of animation, so that we feel the influence of the more stable conditions of life that had been evolved by the time of the Revolution, allowing artists to work with some hope of quiet days and constant patronage. The very type of man has changed too. We get at last what we have come to consider as characteristically American, a figure spare yet wiry and vigorous, a face genial and keen and with a suggestion of growing discrimination of taste; the slight heaviness of the English blood has been purged away by the tonic New England air, and the necessity of strenuous alertness in meeting the emergencies of a new life. After looking at the face we are not surprised to learn that inheriting through his enterprising mother, Martha Saunders Salisbury, some of her great-uncle's, Thomas Elbridge's, business ability, he became a member of the "eminent commercial house of Samuel and Stephen Salisbury, among the earliest and largest importers of goods in the town of Boston," and that he branched out on coming of age in 1767 by going to Worcester, where he opened a store for hardware and other goods, English and West Indian, and where, as



Portrait of John Bours

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PAUL REVERE SILVER

there was no competition, he soon established a flourishing business with traders from New Hampshire and western Massachusetts. There is a suggestion, too, in the warmth of his expression, of the large hearted hospitality in which he particularly delighted, and which belonged to a time when inns were a rarity, so that a slight acquaintance was often sufficient reason for making a traveler welcome to one's house.

These qualities all show an advance, but the culmination of colonial life and art is found in the still later portraits of John Bours, by Copley, and of Mrs. Perez Morton, by Stuart. Copley's rendering of the young Rhode Island clergyman is not only a likeness of the man, as the other portraits doubtless were, but a work of art. The long graceful lines of the figure break the space pleasantly, while for the first time a color scheme appears—sombre, it is true, in its varied browns, but rich, harmonious and admirably adapted to bring out the deep seriousness and scholarly character of the subject. Moreover, it shows the keen sympathetic imagination of the true portrait painter. And as is often the case, in profoundly studying and sincerely rendering a single individual, the painter has shown not merely the one man but the class and time to which he belonged. In John Bours we have one of the finest colonial types, the cultured man of high and deep thinking, not merely on things theological, but on matters of state and public welfare, with the touch of sensitiveness and mysticism which we find in Hawthorne's interpretations of New England life, yet capable of the fire which could blaze forth at need and kindle a whole community to action. He stands for the spirit which brought about the Revolution and organized the Republic.

An impression of colonial times, however, would be incomplete if it did not give something of the charm and vivacity of the life and painting of the period. These qualities could hardly be more perfectly rendered than by Stuart's portrait of Mrs. Perez Morton. Here at last we have a swiftness and lightness of touch combined with a genuine love of color for its own sake, color brilliant, transparent and sparkling, the forerunner of modern art. Fresh as if painted yesterday, the lady looks out at us so vividly that we are haunted afterwards as by a beautiful face of which we have caught a glimpse in the passing crowd, for although scarcely more than a sketch, Stuart has caught here more surely than in any of his finished works the very spirit of life itself. As John Bours is an expression of the fine statesmanlike quality of the men of the later eighteenth century, so Mrs. Morton typifies the delicate yet brilliant charm of the high-bred American woman of that day, the woman who, perhaps without quite the sophistication of her European sister, was yet possessed of high daring of action and a stately courtesy of manner which made her at ease in any circle.

It is interesting to turn from the people themselves to the things which surrounded them, and see how the same qualities of dignity, charm and adherence to a certain purpose, which we have discovered in the portraits, are

SHERATON DESK

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to be found in the furniture and silver. To-day one house has its mission set, another its Louis XV array, there is no one style which characterizes the twentieth century home. But in the days of the first Stephen Salisbury there was a certain dignified type that belonged essentially to those times. Of the many examples of colonial workmanship which the museum contains, and which include a mahogany highboy, Sheraton dining chairs, a grandfather clock and a spinet, the two most expressive are a little lady's desk used by the mother of Stephen Salisbury, 3d, and some Paul Revere silver. The desk, like the dining chairs, is made after designs by Sheraton, the noted English cabinetmaker of the end of the eighteenth century. In the finish of the polished wood the restrained decoration of inserted metal, the plain but slender legs, the nice adjustment of compartments, we get at once the colonial taste for things solid, not showy but reserved, with the purpose to be served constantly in view, and with a genuine regard for the beauty that comes from worthy materials and beautiful lines. One delightful feature, due perhaps to fancy or possibly to the thrifty notion of making one piece of furniture doubly useful, is the little upper compartment, the raising of whose lid reveals a mirror and all manner of little ivory boxes (perhaps to contain powder and patches), glass flasks for perfumery, etc. It conjures up a picture of the lady who should sit before it, writing little scented notes, or putting a last touch before the ball.

But perhaps nothing in the museum evokes the spirit of colonial times more than the beautiful old silver. For the things with which we eat and drink are so personal and so social that the mere sight of them calls up in a flash the kind of people associated with them. The choicest of the collecton are four pieces by Paul Revere, who, besides being a gallant soldier, was one of the most noted silversmiths and copper plate engravers of his day. They were probably part of the wedding silver of the first Mrs. Stephen Salisbury, as they bear the initials of her maiden name. Of these the coffee urn best sums up the sort of things which Americans of 1800 had at last, with the establishment of firm government and social order, the means and leisure to produce and appreciate. Its utility is insured by the generous proportions, broad base and substantial handle; the construction is emphasized by the fluting at the edge of lid and base, and the decoration where the handle and spout are attached, while their upward sweep, together with the varied curve of the sides, and the delicate chasing of the pattern give to the whole a beauty that is rare in its distinction.

Indeed, the whole impression that one gains from this colonial collection is that of a people who at first were simply transplanted Englishmen, but who, through conquering difficulties and holding always to certain high purposes with reserve and dignity, achieved at last a personality of their own, and through a sense for the fitness of things, reached a beauty that is both sincere and typical.

Savings Bank Insurance

On October 31, 1912, the fourth financial year of Massachusetts savings bank life insurance was completed, and on this date there were 6665 policies in force, representing insurance to the amount of $2,531,409. The four savings insurance banks writing these policies show a total premium income of $101,632.27 for the financial year ending October 31, 1912. This is an increase of 33.1 per cent. over the preceding year.

Coal Output Doubles Every Ten Years

An interesting, if not startling, fact in connection with the production of coal in the United States, according to the United States Geological Survey, is that in each successive decade the output is practically doubled. If the production of bituminous coal alone were considered the record for the last fifty years would show an increase somewhat in excess of this ratio. It has been estimated that the output of anthracite will reach 100,000,000 long tons annually before it begins to decline. The maximum production up to the present time has been 80,771,488 long tons. An increase in the annual production of bituminous coal may be anticipated for some time to come.

The statistics for coal production in the past show that up to the close of 1865 the total output had amounted to 284,890,055 short tons. In the decade from 1866 to 1875, inclusive, the production amounted to 419,425,104 tons, making the total production up to the close of 1875, 704,315,159 tons. In the following decade, from 1876 to 1885, inclusive, the output amounted to 847,760,319 tons, somewhat more than double the total production during the preceding decade. At the close of 1885 the total production amounted to 1,552,075,478 tons, and the production during the ten years ended in 1895 was 1,586,098,641 tons, the total production at the close of 1895 amounting to 3,138,174,119 short tons. In the decade ended Dec. 31, 1905, the total production amounted to 2,932,402,746 short tons, and the grand total from the beginning of recorded coal mining in the United States amounted to 5,970,576,865 short tons. The average annual production from 1896 to 1905 was 283,240,275 short tons; the average production from 1906 to 1911, inclusive, was 461,499,260 short tons, showing an increase of 178,258,985 short tons, or 63 per cent.

Car Shortage Situation

The shortage of freight cars is becoming so serious as to require co-operation and vigorous action on the part of all, both shippers and railroads, not only for the prevention of suffering in the case of food supplies and coal, but also to avoid a harmful effect to general business.

The Interstate Commerce Commission has made to the carriers a number of suggestions by which relief may be obtained through greater efficiency; and in addition thereto it has given a warning to the shippers of the country of the consequences which might result from a lack of diligence on the part of receivers and shippers. The language of the commission is as follows:

"The shippers of the country under the rules of the carriers are allowed two days' free time, after which demurrage in amount of $1 per day is imposed for the detention of a car. There has come to the commission no general complaint that the shippers are not acting with reasonable energy in loading and unloading cars, but in a situation such as the one now existing the commission feels justified in urging upon shippers that they shall not avail themselves of the full limit of time allowed by the carriers, but will do their utmost to aid themselves and the country at large by releasing equipment as promptly as is possible. Should it appear that cars are being held by shippers at this time for storage purposes, we shall give consideration to the issuance of a general rule which will temporarily apply a higher rate of demurrage than is now imposed."

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The Dawn of a New Era in Worcester

Appointment of a Classification Committee Instructed to Devise a Plan and Secure Pledges Sufficient to Warrant the Establishment of a Traffic Bureau to be Operated by the Board of Trade, Following the Visit of Ernest L. Ewing of Grand Rapids, Traffic Expert

EVER since the administraton of Harry W. Goddard as president of this board, the matter of creating a traffic bureau as a constituent part of it has been agitated. Mr. Goddard himself advocated such an innovation, and as the years have sped by his prevision has been more and more justified by the railroad developments in and about Worcester. At that time there were three great railroads, all competing for the business in this territory, the Boston & Maine, the Boston & Albany and the New Haven. Now there is practically but one. Then there were four days free time for loading and unloading cars, and even this rule was more honored in the breach than in the observance. Now there is but forty-eight hours, and the rule is rigidly adhered to. Then there were cars a plenty; now cars are scarcer than hens' teeth—one local shipper within thirty days having to go 2000 miles to get thirty cars. Then the Boston & Maine road rendered excellent service to its customers. Now it staggers like a drunken man under the business that comes to it. Then the annual tonnage in Worcester was less than 5,000,000; to-day it is almost 10,000,000. Then the industries in Worcester were less than four hundred in number; now they are between five hundred and six hundred. Then our valuation was less than $100,000,000; now it is more than $160,000,000. Then our output was worth less than $60,000,000; to-day it is worth nearer $100,000,000.

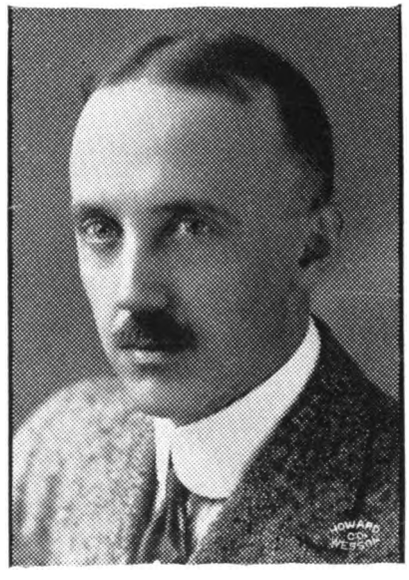
Every president since Mr. Goddard's day has echoed his wish for a traffic bureau. Indeed for the last seven years the greatest problems that have confronted this board have been railroad problems demanding settlement. The location of the Union Station, the preservation of the passenger privileges enjoyed for so many years by the people at South Worcester, and denied them in the grade crossing decree; the improvements at Washington Square, the struggle to save their side track privileges to the abutters on the Northern road after they had been abandoned in the most cold-blooded manner by the city, the great and winning fight to prevent a general advance in freights in official classification territory which would have wiped Worcester manufacturers off the map, the effort to secure and retain a demurrage commissioner in this district to stand between the railroads and the shippers, and see that equity prevails in the administration of an unpopular law—all this the Worcester Board of Trade has done for its members.

It is not right to say that this board has been either idle or indifferent to the growing complexities of the railroad situation in New England. It has not only viewed them with alarm but it has done its level best to help solve them. At the special investigation before the Interstate Commerce Commission of the Boston & Maine Railroad Mr. Brandeis remarked the other day that the situation in Worcester was better than elsewhere along the Boston & Maine line because of railroad competition at this point. The fact is that, if the situation is any better here than it is anywhere else, it is because Superintendent Mooney and Agent Sinclair and the officers of this board have here worked whole heartedly and indefatigably and unitedly to better them.

But this is not enough. This is an age not only of co-operation but of specialization. The railroad trouble in New England is not altogether the fault of the railroads. A very large amount of our difficulties lie at our own doors. We are old-fashioned, provincial, and behind the times in many ways. We need tuning up badly, and before we pluck any more motes out of the railroad's eye it is going to be necessary for us to take some of the beams out of our own eyes.

Recognizing this fact Mr. Louis H. Buckley, while chairman of the Transportation Committee of this board, labored zealously to found such a bureau with an expert at its head, and when his private interests compelled him to lay down the tasks of this most important committee, Marcus L. Foster took it up where he laid it down and finally succeeded in bringing to this city Ernest L. Ewing of Grand Rapids, the representative of the great shipping interests of that city, and one of the best-known traffic experts in this country.

Mr. Ewing addressed two meetings of the Board of Trade during his brief stay in this city, and at the last a unanimous expression of approval to the plan of creating such a bureau was secured.



MR. ERNEST L. EWING

In the course of his remarks on the necessity for the creation of such a bureau Mr. Ewing said:

"I am not seeking to establish myself or anyone in whom I am interested as the traffic manager for the Worcester Board of Trade, and beyond a very sincere desire to promote the proper handling of transportation affairs and to induce actual rather than theoretical co-operation between shippers and railroads, not only here but everywhere, beyond a desire to assist Mr. Davison in working out a problem that confronts your entire organization, I have absolutely no interest in this matter. It may also be consistent for me to say at this time that I am not paid to come here and talk to you on this subject. I am on a vacation. I am very glad to be able to spend a few days in Worcester, and I hope to convince you of the

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necessity and value of proper and expert attention to your transportation interests.

" The Grand Rapids Board of Trade was similar to yours until it was reorganized, and in that reorganization the establishment of a transportation department was the prime factor. We had about 1000 members at $10 per, and once a year we had a banquet. We had a Transportation Committee that seldom met, and it was impossible for many of our members to discover any tangible benefit resulting from the existence of the organization.

" Since Wednesday morning I have made some investigation of conditions here. I have met and talked with shippers and with the representatives of the railroads, and I find that the situation in Worcester is such that if you have a traffic bureau in proper operation one year you will wonder how you got along so many years without it.

" You have in Worcester an abnormal condition, inasmuch as there is no real competition between the railroads themselves, between railroads and water carriers or between railroads and interurbans. Competition is a wonderful tonic in transportation affairs, and is always an incentive to prompt and efficient service. Where it is entirely lacking there is a great possibility of lack of attention to things of minor or of ordinary importance.

" Your freight terminals are scattered, they are not entirely modern in their style and operation, and your local railroad representatives are handicapped in their operation as much by your neglect of traffic matters as by any lack of railroad facilities.

" I will venture the statement that in this city there are many shippers and shipping clerks who have absolutely no personal knowledge of your freight houses and terminals, who are not familiar with packing rules, marking rules and the classification of the freight. I judge from personal observation that when your heavily loaded wagons reach the freight house the bills of lading are not sorted in accord with the goods on the wagon; I know that your bills of lading are sometimes almost illegible, poor carbons and careless writing multiplying the chances of error. I know that because of low rates of storage the freight houses are frequently blocked with incoming merchandise.

" I was indeed surprised that your freight houses received goods for shipment until 5.30 p.m. I have been unable to discover any conditions in Worcester that necessitate the delivery of goods to the railroads later than 5 p.m., and it would be my recommendation that the freight houses be closed as early as 4.30 p.m. Many shippers would at once say that it was impossible for them to so arrange their deliveries, but it has not been found impossible in every other city where attempted. It merely means a readjustment of methods that, within ten days, has ceased to cause any inconvenience. It is a fact that a very large proportion of the goods delivered the railroads after 3 p.m. might just as well be delivered before noon, thereby greatly facilitating their handling through the freight houses and ensuring forwarding the same day and prompt deliveries at destination.

" For five years I have attended meetings of Railroad Committees and Interstate Commerce Commission hearings at which things were accomplished in which Worcester manufacturers were interested, and at those meetings I find men from every city of equal importance, all striving for and gaining some advantage or benefit for their shippers, but, with one notable exception, I have never found this city represented at any of the numerous important proceedings that I have attended.

" Do you know that over three hundred rates from New England to the Pacific Coast would have been advanced September 2 if some of us had not protested the tariffs and induced their suspension by the Interstate Commerce Commission until December 31? Do you know that a very few of us battled with a host of railroad attorneys before the Interstate Commerce Commission the entire week, commencing October 28, and that from all New England only one manufacturer appeared at Washington to help us? He was so afraid of what the railroads might do to him at home that he was useless to the case.

" To-day the very best thought and intelligence in this country is being devoted to transportation affairs and problems. Transportation service and costs are vital factors in the nation's commerce. Transportation laws exist, and their interpretation by courts and commissions may at any time place you in immediate jeopardy of criminal prosecution. The fact that you have no knowledge of the law's requirements would not save you. A technical violation of the act to regulate commerce is as serious as any violation of postal or revenue laws, and no shipper can afford to be without a constant and reliable source of traffic information.

" Think of it! You are buying each year many hundreds of thousands of dollars' worth of freight transportation, and you don't know whether or not you get what you pay for or pay for what you get. You don't know to what extent your competitors may have an unnatural transportation advantage over you. A ruling by the Interstate Commerce Commission to-day might operate to save you many thousands of dollars if you claimed its benefit, but are you prepared to do so?

" Now I will tell you as best I can what a traffic manager should have and what he should do.

" First, he must be provided with the necessary office facilities and assistants. He should have a rate clerk and a stenographer. He should subscribe to all the traffic publications and every source of information. He should be an active member of the National Industrial Traffic League. He should attend all important meetings of classification committees and such proceedings before the Interstate Commerce Commission as in any way affect New England shippers.

" One of the first things he should undertake is the organization of a class among your shipping clerks, and their careful instruction in the fundamentals of shipping and receiving goods. That class should meet twice each month, and not only clerks but employers should attend. The railroad clerks should attend, and at each meeting some subject of discussion should be decided upon.

" Bills of lading, demurrage tracers, packing and marking, classification, team efficiency—all offer profitable fields of investigation and study.

" Whatever may be the sum total of your transportation losses to-day the shippers are contributing as much to that sum, by their neglect of principles recognized everywhere as fundamental, as are the railroads.

" Within six months you should have not only one traffic manager, but he should be able to consider every shipping clerk in the city as his assistant.

" The Worcester Board of Trade should be ready by Jan. 1, 1913, to say to its members, 'We will not only help you obtain better transportation, but we will educate your shipping clerk along scientific lines and increase his

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efficiency 100 per cent. and we will at the same time increase your team efficiency 50 per cent.'

"The transportation department of the Worcester Board of Trade, if established, must and will be recognized by the railroads, if as traffic manager you secure a man competent to claim and deserve that recognition. He must avoid unreasonable contentions with the carrier. He must be competent to tell a shipper he is in the wrong, and so convince him. The traffic manager should have the support of an active Transportation Committee of five or seven members. A larger committee is usually ineffectual.

"To accomplish the proper establishment of a transportation department and its maintenance for one year should increase the expenditures of the Worcester Board approximately $10,000, and it is my suggestion that that amount not be raised by special subscription, but that your membership dues be sufficiently increased to provide that sum for that purpose. In the reorganization of the Grand Rapids Association of Commerce we classified our memberships. We retained the $10 basis of membership for individuals and established $25, $50 and $100 memberships for business concerns, many of whom, in addition thereto, voluntarily subscribed additional amounts ranging from $50 to $300, to be used in support of the various undertakings of the organization. To illustrate, one prominent milling company voluntarily making an additional subscription of $300 stated that the transportation department would be invaluable to them, that they wished to feel at liberty to avail themselves of its facilities and service to whatever extent they might find necessary, and therefore they desired that their additional subscription be entirely applied to the support of the traffic department. The same sentiments were expressed by a large number of Grand Rapids shippers, subscribing as previously stated from $50 to $300 over and above their regular membership dues.

"It is my suggestion that in Worcester a classification not only of the present membership of the Board of Trade, but all those eligible, be accomplished, the various-sized concerns being graded according to the amount of business transacted and the extent to which they may reasonably expect or be expected to use and benefit by, not only the transportation department,but the facilities and service of the Board of Trade.

"In the beginning such a plan must to some extent be arbitrary, but after one year's operation the necessary readjustments may be very easily accomplished."

This is now being done, a volunteer committee to be known as the Official Classification Committee, having been appointed by the president for the purpose of making the various classifications of the members and others who may wish to be identified. This committee, which consists of Walter H. Allen, chairman; Robert L. Mason; Marcus L. Foster; A. E. Flint; and Henry H. Knapp, clerk, will report its findings to the Committee on Increased Scope and Funds, or the Committee on Revision of By-Laws, as it is officially known, which was appointed by the full Board at the annual meeting last April.

If the work of the Official Classification Committee receives the approval of the Committee on Revision of By-laws, it will undoubtedly at once begin drafting a set of by-laws in consonance therewith. The task confronting both committees is momentous, and its consummation means the standardizing of the Worcester Board of Trade, bringing its methds and departments into harmony not only with the greatest commercial organizations in this country but in the world.

The rearrangement will necessarily entail the expenditure of a very much larger sum of money than has ever been disbursed, but the outlay will increase the usefulness and potentiality of the organization an hundredfold, and will make Worcester very much more desirable than she is now, from an industrial standpoint.

The manufacturers of Bridgeport, which is located at tidewater, are paying from $25 to $420 a year to maintain a traffic bureau in that city, and it is hardly conceivable that Worcester will allow herself to be bottled up if money will buy the services of an expert capable of caring for our interests as it is evident Bridgeport cares for hers.

The Panama Canal

The announcement from Washington by the Panama Canal Commission that on October 23, 1913, the great canal will be in readiness for the passage of the first ship from the Atlantic to the Pacific, or vice versa makes a forecast of the commercial future of the Panama Canal, by Emory R. Johnson, special commissioner on Panama traffic and tolls, of especial interest.

"The Panama Canal will be used by a large volume of commerce. There will be at least 10,500,000 net tons of shipping passing through the canal annually, during the early years of its operation," says Mr. Johnson in the course of an article in the *Independent*, and adds:

"By the end of the first decade, by 1925, the traffic will doubtless have increased 60 per cent. and will have reached 17,000,000 net register tons. The Suez Canal's net tonnage is now 17,000,000, and it has risen about 70 per cent. during the last ten years. The foreign commerce of the twenty-two leading nations of the world grew about 60 per cent. in value during the ten years preceding 1911, while the trade of the United States with non-European countries rose nearly 73 per cent. The traffic between the Atlantic-Gulf seaboard of the United States and Pacific countries, which is the commerce that will derive largest benefit from the Panama Canal, increased 78 per cent. during the decade preceding 1911.

"The prediction here made as to the traffic of the Panama Canal in 1915 and in 1925 assumes merely the continuance of the 60 per cent. rate of increase that has prevailed in the available canal tonnage during the past ten years, and thus takes no account of the stimulating effect which the new route will have upon the commerce it serves. The estimate is probably more conservative than future events will prove to have been warranted. It has been thought best to err by understatement rather than exaggeration of the facts, but it is certain that the commerce of Europe and the Atlantic-Gulf seaboard of the United States with western South America and with the west coast of the United States will be given a great impetus by the canal."

Baggage Rates Suspended

Regulations to further restrict the size and limit the weight of personal baggage of travelers, adopted by substantially all railroads in the United States, have been suspended by the Interstate Commerce Commission until April 29. The regulation provides that on any piece of baggage the greatest dimension of which exceeds forty-five inches, charge for each additional inch will be made to equal ten pounds of excess weight, and that no piece of baggage, the greatest dimension of which exceeds seventy inches, will be transported in any baggage car.

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Editorial Reflections

To the Grand Trunk—Hail and Farewell

One of the most frequently repeated reasons assigned for stopping work along the line of the Southern New England is the failure of the Grand Trunk Railroad—its sponsor—to borrow more money in Europe because of the Balkan War. Of course the old mariner's excuse for taking chances—any port in a storm—may justify the iteration and reiteration of this tautologous, twice-told tale with its tabescent termination, but we trust that the Grand Trunk management is not so infantile as to imagine that such an explanation satisfies New England.

It is said that Aaron Burr originated the phrase, " A lie well stuck to is as good as the truth," and he has had since his day a great many eminent imitators both in and out of public life, and some of them have been in the railroad business.

It still remains true, however, that there were in Burr's day, and there have been, in all the days that have intervened since, men and women who have not been taken in by his lies nor by the lies of his heirs, successors and assigns, whether in statecraft or railroading.

If these apologists and defenders for the recent amazing acts of the Grand Trunk Railroad in New England could have their way, they would make us believe that the redoubtable Mr. Smithers and his estimable co-directors in London were standing shivering on the brink of bankruptcy, heading with their great railroad straight for that fiery pit whose smoke ascends upward forever and ever. And that, therefore, they could not get the money to build this line.

As a matter of fact, the report of the Grand Trunk Railroad, for the six months ending June 30 last, showed *net* receipts of £1,152,055 or $5,560,275; an *increase* of £59,600 over the corresponding period one year ago, that is to say, an increase of approximately $300,000 in *net* receipts. In other words this great railroad, in spite of colossal extensions calling for an outlay of money so vast as to almost take away one's breath is *increasing its net income annually by almost three-quarters of a million of money,* and is now earning annually in its unfinished and inchoate shape enormous sums which are being applied to betterments and dissipated in other ways than in constructing unprofitable (?) extensions in New England—extensions, by the way, whether profitable or unprofitable, to whose immediate construction its officers pledged their sacred honor.

Although the veriest tyro in human affairs can cite chapter and book to prove the truth of the old adage that history repeats itself, it can not be denied that there seems to be a sort of Nemesis in the way in which bad blood between Old England and New England continues to crop out. It hardly needed this last episode to accentuate the fact, but while we are at it let us recapitulate.

It was New England that precipitated Washington's rebellion—that rebellion which eventually became the Colonial Revolution, and lost an empire to George III; it was New England that furnished in her sturdy Marblehead man-o'-wars men the material that won the naval War of 1812 against the brawny Britisher; it was New England's Webster, whose diplomacy and brain won from old England all right, title and interest to that jewel of the Northwest that moderns know as Washington and Oregon; it was another New England secretary of State, Richard Olney, whose Venezuelan message gave England the smartest check, next to a defeat in war, she ever sustained.

It is not to be wondered at that, hating the United States in general and New England in particular, as our English speaking cousins all too frequently do, both in England and in Canada, there should have been found men, and even railroad men, mean-spirited enough to rejoice at the opportunity to play such a scurvy trick on Massachusetts and Rhode Island as this great railroad fiasco has proved.

There is every reason to believe that some day this ill-fated Palmer to Providence line will be completed, and perhaps the extension built to Worcester. At the moment, this is of small consequence. What is of great consequence is this: Every movement for the development of New England along railroad lines for years to come is to find its paths paved with broken glass and hedged about with antagonism, suspicion and hatred, because of the recollection of the betrayal of the people's interest in 1912 by those they had trusted, loved and esteemed.

The Grand Trunk is not to be completed. Let us accept that fact as settled, with all its untoward effect upon the present and the future of New England. The death knell of railroad competition in these six states struck when the Titanic rammed that spring iceberg, and carried to his last account the immortal soul of the President Hays.

The men he left behind him recked little of broken pledges or the sacredness of contracts. To them had come the opportunity of a lifetime—the chance to deal devoted friends a deadly blow. The business of a Brutus is soon over, and after the blood is wiped from off the dagger the excuse of a Balkan war, while not as wide as a door nor as deep as a well, will serve as well as any other to warrant the deep damnation of one taking off.

But why furnish any excuse? Can not New England be butchered to furnish a railroad holiday without excuses? We believe she can, and we believe she has, but if an excuse is to be provided, kindly, oh kindly, spare us the Balkan war!

International Recognition

One of the many benefits predicted for Worcester, its industries and institutions, to be derived through the visit and entertainment of the foreign delegates to the Fifth International Congress of Chambers of Commerce in this city on September 30 was the invaluable international recognition which Worcester, as a municipality, would obtain in foreign lands.

At this early date—but a few weeks since the culmination of the visit of the delegates—this prediction is coming true. With the return of our distinguished foreign guests to their native cities, the respective commercial organizations have not been slow to act.

Resolutions and personal letters of thanks in recognition of the courtesies extended while in the Heart of the Commonwealth have been drafted and sent to this organization. They breathe a spirit of international brotherhood and co-operation that can not help but further cement the friendship so solidly made on that memorial September day.

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Worcester A Quarter Century Ago

December 1887

Public Benefactors

The wills of two of Worcester's foremost manufacturers, long active in the civic, educational and religious life of this city—Hon. Lucius J. Knowles and David Whitcomb—which were probated during this month reveal the donation of large sums to religious and educational societies and for works of benevolences in general.

The final account of the executors of Hon. Mr. Knowles' will was filed, showing payments of more than $100,000 to these various accounts; while the will of Mr. Whitcomb, which was admitted to probate, likewise showed bequests amounting to more than $100,000.

Among the institutions to benefit under the will of Hon. Mr. Knowles were: Worcester County Free Institute, $10,000; Home for Aged Men, $10,000; Carlton College, Northfield, Minn., $10,000; Amherst College, $5000; Children's Aid Society, Boston, $5000; town of Warren for public library, $5000; Doane College, Neb., $5000; Washburn College, Topeka, Kan., $5000; Home for Aged Women, $5000; Children's Friend Society, $2000.

The sum of $29,000 was left to Helen C. Knowles for works of benevolence and charities, among which these bequests were made: Homeopathic Dispensary of Worcester, $5000; Atlanta University, $6000; Pilgrim Church, $3000; Amherst College scholarship, $3000; Woman's Union Missionary Society of New York, $3000; Y. M. C. A., $3000; Y. W. C. A. of Boston, $1500.

The bequests in Mr. Whitcomb's will included: American Board of Commissioners for Foreign Missions, $25,000; Massachusetts Home Missionary Society, $25,000; Carlton College, Northfield, Minn., $14,000; American Home Missionary Society of New York, $10,000; Amherst College, $10,000; American College and Educational Society, $5000; Congregational Union of New York, $5000; Worcester City Missionary Society, $5000; Doane College, Neb., $3000.

Final Settlement with First Parish

This month brought about the final settlement of the city with the First Parish Church for the taking of its land and church building on the Common, closing an incident which had caused universal discussion among taxpayers.

The settlement was in the nature of a compromise on the part of both parties concerned.

The society estimated that it should receive $130,000 for the property. The city offered $100,000. The church people came down by degrees to $125,000, $120,000 and $117,500, while the city went up by degrees to $115,000.

It was at this point that the final compromise was affected. The society proposed, and the city agreed to pay, $115,000, and money amounting to $395.25, received from sale of old building and stone in cellar, and return to the society the church bell which was removed before the building was demolished.

Among the larger part of taxpayers it was the belief that the price paid was a fair one, though there were some who doubted the contention of the society that it held fee in two-fifths of the Common property, and instead only had a right to occupy the land.

The City Election

The city election to determine officials to serve the taxpayers during 1888 was held this month, Hon. Samuel Winslow being elected by a substantial plurality to serve a second term as mayor.

The election followed a spirited campaign for the nomination on the Republican side, Mr. Winslow defeating Hon. Joseph H. Walker by a vote of 831 to 678.

Andrew Athy was the Democratic candidate, while the Prohibition party had Horace M. Heddler in the field for mayor, but pledging support to the remainder of the Republican ticket. The vote for mayor was: Winslow, 5767; Athy, 4544; Heddler, 284.

The vote on the question of licensing the sale of liquor in the city was No, 5037; Yes, 5227.

Hon. Francis Henshaw Dewey

Death removed one of Worcester's illustrious sons during this month, Hon. Francis Henshaw Dewey passing away on December 16.

Death followed a brief illness. Stricken with apoplexy on Tuesday he died at five o'clock on Friday morning.

Long interested in the civic and all other phases of development of Worcester, a former justice of the Superior Court and prominent in politics, Hon. Mr. Dewey left hundreds of friends and acquaintances deeply grieved at his sudden death.

City Finances

The financial statement of the city auditor for the fiscal year ending November 30 was given out during this month, showing the net debt of the city to be $1,967,352.73, a decrease of $242,453.61 from the preceding year.

Funded city loans amounted to $3,383,700, and total cash and sinking funds of $1,416,347.27.

Comparison in totals in city finances with to-day shows an increase of approximately 300 per cent. in all departments.

Widen Norwich Street

Considerable interest was manifested this month in a proposition placed before the city government to widen Norwich Street and make it a part of Waldo Street, thereby giving another route of travel in the business district parallel with Main Street.

It was predicted at that time, as it has been in similar measures which have since come up, that such a street would tend to increase the area of the business district and bring about the removal of some firms from Main Street to the new business street.

While the traffic problem was not paramount at that time, some supporters of the plan forecasted the conditions of to-day with the bulk of travel on Main and Front Streets during the busiest hours of the day, and offer the argument in favor of the proposed widening of Norwich Street.

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City Affairs

City Council Meeting

November 11, 1912

The special committee appointed to consider Mayor O'Connell's inaugural recommendation urging the establishing of a municipal market in Worcester submitted its report at this meeting.

The document was a lengthy one, containing an account of observations made by the committee in various cities where municipal markets are operated, and strongly urging the establishment of such a market in Worcester. The committee further recommends immediate action by the appointment of a committee, authorized to select a site for the market. No decisive action was taken on any of the recommendations, an order being adopted to have the report printed that the members of the council might be able to carefully study it.

An order was adopted authorizing the School Committee to hire the Worcester Auditorium for a high school gymnasium.

A step was taken toward the relief of the school congestion, by the adoption of an order to construct a two-room addition to the Trowbridgeville school, at an expense not to exceed $8000.

Further improvements will also be under way, an order being adopted for $15,000 to be charged to the account of sundry repairs of schoolhouses. This was accomplished by the Finance Committee sitting during session. These other recommendations of the committee were adopted: Transfer of $45,000 from street sprinkling account to street department maintenance, and the appropriation of $8000 for the Trowbridgeville school addition.

These communications from the School Committee were referred to their respective committees: Relative to purchase of land on Catharine Street adjoining East Kendall Street lot; relative to building a six-room schoolhouse in Greendale; relative to a four-room addition to West Boylston Street school.

On order of Alderman M. J. Comerford it was voted to investigate the office of William B. Connor, clerk of the Civil Service Commission, and an inspector of wires.

The aldermen removed George E. Hunt as a weigher of coal.

City Council Meeting

November 25, 1912

The first constructive work in City Council toward making a reality of the proposed $1,200,000 diagonal street from Madison Square to Washington Square was taken at this meeting of City Council. One order was adopted, instructing the city solicitor to petition the Legislature for permission, under the excess condemnation act, to take land, and by the adoption of a second order for the appointment of a special committee to consider plans for the street, the committee to be appointed after the mayor shall approve the order.

Mayor O'Connell submitted a message, seeking the purchase of additional land adjoining the Communicable Diseases Hospital site on Belmont Hill.

It was referred to the Committee on Public Buildings by the aldermen, and was laid over in the lower branch.

An order was adopted and referred to the Finance Committee for consideration, to appropriate $2000 to repair and improve conditions in the cell room at Police Station No. 1.

There was considerable discussion in both branches over the proposed $200,000 addition to Classical High School, occasioned by an order to appropriate $5000 for the preparation of plans. The aldermen adopted the order, but action in the lower branch was deferred, there being no quorum present when the matter came to a vote.

On appointment of Mayor O'Connell the aldermen promoted Sergt. Gustaf Fyrberg to be lieutenant of police.

Orders were adopted authorizing the expenditure of $1200 on plans for a six-room schoolhouse at Barber and Adams Avenues, and $750 for plans for a four-room addition to the West Boylston Street school.

Common Council took up the consideration of the order adopted by the aldermen, October 21, for an increase from $3000 to $4000 in the salary of Street Commissioner Frederick H. Clark, and again postponed action.

An order for the appropriation of $15,000 to continue the work on the outfall sewer was referred to the Finance Committee.

Transfers involving $1650 received from the sale of real estate were made as follows: Playgrounds, $105; schoolhouse account, $161; street department land damage account, $642; street department Shrewsbury Street land damage account, $736.50; and Shrewsbury rifle range, $5.50.

City Finances

A statement of the city finances filed by City Auditor Frank E. Williamson with Mayor O'Connell, on November 29, shows the borrowing capacity of this city, within the debt limit, to be $1,120,419.21.

The average valuation of property for the three years preceding 1912 is taken to establish a base on which to figure the debt limit. This average figured $140,423,-249.66. The debt limit, under statute, is fixed at 2½ per cent. of this average, or $3,510,581.24. The amount borrowed in years to date, not provided by sinking funds, totals $2,390,162.03.

The total funded debt of the city is $11,187,625, of which the following amounts, totaling $7,331,000, are exempt from figuring in the debt limit:

For abolition of grade crossings, $400,000; City Hall debt, $650,000; park debt, $250,000; public playgrounds debt, $116,000; sewer debt, $1,370,000; water debt, $4,545,000.

The total amount of sinking funds in force to date is $4,659,384.25, from which is deducted these amounts:

Total $7,331,000, leaving $3,856,625 to which the debt limit restriction applies.

Total of sinking funds is $4,659,384.25, from which is deducted these amounts:

Less that for abolition of grade crossings fund, $85,-899.16; for City Hall loan fund, $270,341.17; for park loan fund, $82,854; for public playground fund, $25,-634.95, for sewer loan fund, $478,944.53; for water loan fund, $2,249,247.47; a total of $3,192,921.28 subtracted from the $4,659,384.25, leaves an offset against the debt amount prescribed by law of $1,466,462.97, and this makes the amount borrowed and not provided for by sinking funds, $2,390,162.03.

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WORCESTER BOARD OF TRADE
11 FOSTER STREET
WORCESTER MASSACHUSETTS
EACH FOR ALL ALL FOR EACH
U.S.A.

Officers.

President, EDWARD M. WOODWARD. *Treasurer*, H. WARD BATES.
Vice-president, ALBERT H. INMAN. *Auditor*, H. LENNOX BRAY.
Secretary, HERBERT N. DAVISON. *Clerk*, DANA M. DUSTAN.

Directors.

CHARLES PERKINS ADAMS, ARTHUR C. COMINS, FRANK S. FAY,
HARTLEY W. BARTLETT, J. HARVEY CURTIS, MARCUS L. FOSTER,
ERNEST P. BENNETT, DANIEL E. DENNY, S. FOSTER H. GOODWIN,
GUSTAF A. BERG, C. HERBERT DEFOSSE, ARTHUR R. HAVEN,
JOHN E. BRADLEY, FRANKLIN B. DURFEE, ALBERT H. INMAN,
EARLE BROWN, CHARLES H. NORTON,
LOUIS H. BUCKLEY, MARK N. SKERRETT,
EDWARD M. WOODWARD.

Executive Committee.

LOUIS H. BUCKLEY, MARCUS L. FOSTER,
DANIEL E. DENNY, ALBERT H. INMAN,
EDWARD M. WOODWARD, *ex-officio.*

Membership Committee.
J. HARVEY CURTIS, *Chairman.*

CLAUS E. ANDERSON, BURT W. GREENWOOD,
WILLIAM H. BALCOM, JAMES F. HEALY,
JULIAN F. BIGELOW, AUSTIN A. HEATH,
W. LEVI BOUSQUET, ARTHUR B. HOWE,
FRANK M. ENSWORTH, WILLIAM H. TONER,
HUGO FENCHEL, CHARLES H. WILLOBY.

Committee Chairmen.

Advisory: RUFUS B. FOWLER.
Agriculture: J. LEWIS ELLSWORTH.
Athletics: HARTLEY W. BARTLETT.
Banking: C. HERBERT DEFOSSE.
Banquet: ALBERT H. INMAN.
Building Laws: GUSTAF A. BERG.
Education: MARK N. SKERRETT.
Foreign Trade: ERNEST P. BENNETT.
Housing: ALBERT H. INMAN.
Insurance: ARTHUR C. COMINS.
Lake Quinsigamond: GEORGE F. BOOTH.
Legislation: DANIEL E. DENNY.
Manufactures: CHARLES H. NORTON.
Meetings and Receptions: HENRY A. MACGOWAN.
Membership: J. HARVEY CURTIS.
Mercantile Affairs: CHARLES PERKINS ADAMS.
Military Affairs: LOUIS H. BUCKLEY.
Municipal Affairs: EARLE BROWN.
New Enterprises: FRANKLIN B. DURFEE.
Peace and Arbitration: FRANK S. FAY.
Publication: FRANK S. FAY.
Public Health: S. FOSTER H. GOODWIN.
Statistics and Information: ARTHUR R. HAVEN.
Taxation: JOHN H. BRADLEY.
Transportation and Railroads: MARCUS L. FOSTER.

Washington Square Improvement: ARTHUR C. COMINS.

Assistant Secretary and Associate Editor Worcester Magazine,
WILLIAM J. CONLON

Assistant Secretary and Advertising Manager Worcester Magazine,
HERBERT L. FISKE.

November Directors' Meeting

Consideration and Action on Unusual Number of Important Projects, Preceded by Dinner and Explanation of North American Civic League for Immigrants

The regular meeting of the directors of the Worcester Board of Trade was held Wednesday evening, November 13, at 8 o'clock at the directors' room, 11 Foster Street. It was preceded by a luncheon at the State Mutual restaurant, which had been authorized by the Executive Committee, the expense thereof to be borne by the board. At this luncheon there were present: Mr. D. Chauncey Brewer and Ex-president Bernard J. Rochwell, of the Boston Chamber of Commerce; and Mr. F. C. McDuffie of Lawrence, Mass., who, with Ex-mayor James Logan, appeared before the board for the purpose of interesting the directors in the work of the New England Committee of the North American Civic League for Immigrants.

There were present at the meeting: Albert H. Inman, vice-president, who presided; Arthur C. Comins, Franklin B. Durfee, Daniel E. Denny, S. Foster H. Goodwin, Hartley W. Bartlett, Gustaf A. Berg, Ernest P. Bennett, Earle Brown, Frank S. Fay, J. Harvey Curtis, Charles H. Norton, C. Herbert DeFosse, Mark N. Skerrett, Arthur R. Haven.

The reading of the records of the last meeting was dispensed with.

A report was submitted by Att'y George H. Mirick, representing the Special Committee on the South Worcester Station, giving the result of the hearing conducted by the State Railroad Commission at Boston on this matter on Monday, November 11.

It was voted that the Special Committee on the South Worcester Station, consisting of George M. Wright, George H. Mirick and the secretary, be continued, and that they bring in a report at the next meeting, combining, if possible, all the plans and specifications of the several railroads interested, namely, the Boston & Albany and the New York, New Haven & Hartford, as to either a joint station or separate stations, at or near Oread Street.

The vice-president, Mr. Albert H. Inman, brought up the matter of the coal situation in this city. He explained that there had been a material advance in the price to consumers of anthracite coal in Worcester, and stated that the president of the board, Mr. Woodward, had desired him to announce that he favored an investigation into the reason therefor, both in this city and at the mines.

A letter was read from Joseph W. Gorman, representing the Gorman-Leonard Coal Company, protesting against sending a representative to the mines. On motion of Earle Brown it was voted to refer this whole matter to the Executive Committee, with power to make a thorough investigation of the subject and send a man to the mines if necessary.

The Committee on Education, through its chairman, Mark N. Skerrett, brought in a report protesting against the existing conditions in the schools, and asking that steps be taken in the direction of an investigation to see if it were not possible to remedy existing conditions. It was voted to give the Educational Committee authority to make as extensive an investigation as it desired, and to report back to the directors a plan for improvement.

Letters were received from Florence N. Flagg of 25 Webster Street, Mrs. Jesse M. Cole of 23 Gates Street and Mary Ella Whipple of 18 Oread Street, protesting against the smoke nuisance in this city. Mr. Charles H. Norton stated that it was possible to abate the smoke nuisance by the employment of modern mechanical stokers. He stated that the first cost for these stokers would be larger, but that the ultimate cost was less than hand stoking. It was voted that the president shall appoint a committee of five to investigate this matter, and to make such report touching the remedy as its investigations may warrant.

It was announced that a special committee has been appointed to have charge of the Glee Club, and it was desired that they should be confirmed or rejected at this time. The committee consists of: Gustaf A. Berg, chairman; Frank A. Bancroft; and Walter S. Bliss. The committee was confirmed. A report was read comprising the understanding between the Glee Club and the Board of Trade as to the status of the Glee Club hereafter. It was announced that the Glee Club had joined the board, twenty-four members having paid their dues for the half-yearly period ending May 1, 1913, and a check for $120 having been received in the office. It was explicitely stated, in the agreement entered into with the Glee Club and accepted by them, that no expenditure of money in their behalf should be authorized by this

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board, unless upon recommendation by the Glee Club Committee and sanctioned by the directors. In case of any individual enterprise's being carried on by the Glee Club without such sanction, the Glee Club should be responsible for all obligations incurred by it. The Glee Club members, having paid their dues, are now members in good and regular standing in this board, and are entitled to all the privileges of membership. It is understood that if any one of the twenty-four members of the Glee Club, now enrolled according to this agreement retires from the Glee Club prior to May 1, the Glee Club shall be privileged to replace him with a new member without any additional payment of $5, but that it shall pay $5 for every new member of the club, more than twenty-four, and that it shall pay $10 a year, at least, for every member of the club, whether twenty-four or more than twenty-four, on and after May 1, 1913.

Communication was received from Rev. Joseph N. Dinand, S. J., president College of the Holy Cross, expressing his thanks to this board for its courteous letter of appreciation regarding the invocation delivered by him in Latin at the dinner to the delegates to the Fifth International Congress held in this city, September 30.

In this connection the following telegrams were read:

NEW YORK, Oct. 21, 1912.

BOARD OF TRADE,
Worcester, Mass.:

Before crossing the Atlantic we feel it a duty and a pleasure to send you this message on behalf of all members of our successful Congress, to confirm again our most courteous thanks for your generous and heartfelt co-operation. Your splendid and cordial reception will never be forgotten, and will do much to strengthen international relations. We add best wishes for your everlasting prosperity.

(Signed) CANON-LEGRAND, *president*,
EMILE JOTTRAND, *secretary*.
Mons, Belgium.

NEW YORK, Oct. 21, 1912.

WORCESTER BOARD OF TRADE:

Before leaving America for Europe I wish to express my feeling of deepest thankfulness for all your kindness and care you provided for me. Accept, please, the assurance that, thanks to your hospitality, I always shall keep most pleasant remembrance of my almost involuntary, prolonged sojourn in your town. Remember me kindly to Mr. Woodward, whom I was sorry not to meet when I called upon him, and Mr. Buckley.

(Signed) ALFRED HEINSHEIMER.

Communications received from the Spokane Chamber of Commerce requesting this board to reconsider its action in laying on the table its request to change the name of the Panama Canal to the American Canal, were read. It was voted to allow the matter to remain on the table.

The Publication Committee, through its chairman, Frank S. Fay, reported that, Frederick W. Mozart having resigned as advertising solicitor, the committee had met and, after a thorough canvass of the various candidates, some seven or eight in number, had decided to recommend Herbert L. Fiske as his successor, and on motion it was voted that Herbert L. Fiske be, and he hereby is, elected the advertising solicitor for the *Worcester Magazine* published by this board. The chairman further recommended in behalf of the committee that Mr. Fiske be paid according to the following scale: That he be paid $125 a month, when the advertising revenue from the Magazine for the previous month amounted to $900 or less; when it amounted to more than $900 and less than $950 the preceding month, that he be paid $150; when it amounted to more than $950 and less than $1000 that he be paid $175; and when the revenue for the preceding month was $1000 and over that he be paid at the rate of $200 a month. The recommendation was unanimously adopted.

It was voted on motion of Mr. C. Herbert DeFosse that the Worcester Board of Trade join the Chamber of Commerce of the United States of America on a basis of dues requiring us to pay an annual assessment of one-half of one per cent. of our gross income from membership fees; and it was also voted that this board do join in the effort to be made to secure for said Chamber of Commerce of the United States of America a federal charter.

Communications were received from the American Civic Association, petitioning this board to reconsider its determination to retire from the American Civic Association. It was voted that said communication shall be laid upon the table.

Communications were received extending an invitaton to this board to send five delegates to the Third American Road Congress and Ninth Annual Convention of Road Builders' Association in Cincinnati, December 3 to 6. The matter was left with the president, with power.

Mr. Hartley W. Bartlett brought up the matter of courtesies extended to him by Mr. Munson Havens, secretary of the Cleveland Chamber of Commerce, on the occasion of a recent visit by Mr. Bartlett to Cleveland, and the secretary was instructed to express to Mr. Havens our appreciation for his courtesies.

The secretary announced the appointment by the president of a special committee for the investigation of the feasibility of establishing a grand opera house in this city, under the direction of Mr. Oscar Hammerstein of New York. The committee, as appointed, consists of Albert H. Inman, chairman; Charles H. Norton; Alfred Thomas; Homer Gage; and Paul B. Morgan, the latter's appointment being conditional upon Mr. Morgan's ability to give the time to the matter that he felt that it deserved. It was stated that it was hoped that the plans and specifications of the proposed new opera house may be ready for examination at the next meeting of the board.

A letter was received from the National Board of Censorship of Motion Pictures, protesting against the character of many of the films used in the moving picture houses, and asking for the co-operation of this board in condemning and suppressing same. It was voted that the matter be laid on the table until the next meeting, and the secretary directed to investigate the whole subject of censorship as at present carried out in this community.

The matter of the new parcel post law, which goes into effect January 1, and radically revolutionizes the entire postal service, was brought up, and the subject was referred to the Legislative Committee for investigation, with the idea that if it deemed any further action necessary it might recommend that Congress be petitioned to modify the new law.

Communication from Chester I. Campbell, calling the attention of this board to the proposition of holding a Second New England Industrial and Educational Exposition during October, 1913, and praying for our support, was referred to the Committee on Manufactures.

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Petition from the Nagle Reblade Knife Company of New York and Newark, N. J., for an investigation of that concern, with the idea of having it locate in this city, was referred to the Committee on New Enterprises.

With reference to the immigration question, discussed before the meeting, it was voted that the president shall appoint a committee to investigate the whole subject, with instructions to report its findings.

On motion it was voted to raise the salary of W. H. Sullivan, janitor and clerical assistant, from $6 to $9 a week.

After a brief discussion of the disclosures with reference to the Grand Trunk situation it was voted, upon motion of Mr. C. Herbert DeFosse, that this board do protest most emphatically and energetically against any cessation of work on the Southern New England Railroad and any modification of the plans of the Grand Trunk Railroad calculated to strengthen the hold upon New England, now enjoyed by the existing railroad systems, such acts being in clear violation of the understanding had with the officers of this board in order to secure our support to their legislative programme when they agreed to build a line into this city.

The matter of furnishing dinner to the directors at the expense of the board, on the regular monthly meeting night, was brought up, and it was unanimously voted on motion of Mr. Frank S. Fay that this innovation be continued for at least three months.

A communication was read from Prof. George H. Blakeslee, inviting the members of the Foreign Trade Committee to attend a lecture, Friday evening, at Clark University, by Mr. B. Atwood Robinson, president of the Sub-target Gun Company of Boston, on "America's Business Opportunity in China." It was voted that the secretary notify members of the Foreign Trade Committee.

The secretary brought to the attention of the directors what is known as the Clinton Plan for agricultural betterment, said plan having originated in Clinton, Iowa, and being of a most comprehensive character. It was voted to refer the whole matter to the Committee on Agriculture, with instructions to investigate and report.

After an informal discussion of some recent criticism of the board's activities and management, it was voted to adjourn.

The New Advertising Manager

Mr. Herbert L. Fiske Selected from Large Field of Applicants to Fill Vacancy Caused by Resignation of Frederick W. Mozart

After carefully considering a field of some seven or eight applicants, the Publication Committee of this board recommended to the directors the engaging of Mr. Herbert L. Fiske as advertising manager of the Worcester Magazine, to succeed Mr. Frederick W. Mozart, whose resignation became effective on November 15.

The choice was made after thorough investigation of the qualifications of every applicant, and the recommendation of the committee received the unanimous endorsement of the directors.

Among the advertisers of this city, and the members of this board, Mr. Fiske needs no introduction. Born in Worcester, and a resident of the city practically all of his life, his work in the publicity field has brought him in touch with practically all classes of business men in the Heart of the Commonwealth, and particularly fits him for the position which he has assumed with the Board of Trade.

While Mr. Fiske does not plan any radical departure from the established policy of the advertising department, he does plan to conduct its affairs along the most approved progressive lines that its efficiency may be even further increased to benefit the advertisers and the publication alike.

MR. HERBERT L. FISKE

Mr. Fiske assumed active charge of the advertising with this issue; his ready knowledge of the advertising field and his extensive acquaintances enabling him to take up the work where his predecessor left off, without the usual delay and some confusion, which is unavoidable in the case of a stranger's taking up the management.

With the exception of three years passed in New Mexico and California, during the Harrison administration, when he was connected with the United States District Attorney Department, Mr. Fiske has lived in Worcester.

On his return from the West he engaged in the printing business with William E. Barton. Mr. Fiske continued actively with the firm for eight years, when he withdrew to take over the Fiske Bill Posting Co., which had been conducted by his father more than forty years, and which had grown to be one of the largest concerns of its kind in New England.

Mr. Fiske assumed active management of this outdoor advertising company in 1898, and remained at its head as general manager and treasurer until early in the summer of 1912, when he disposed of the business to The Donnelly Company of Boston. The sale followed negotiations of several weeks, and concluded with such

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an exceptionally good offer that Mr. Fiske decided to sell.

During his connection with the outdoor advertising business Mr. Fiske had opportunity to handle and study practically all classes of advertising—a knowledge which makes him a valuable addition to the Worcester Magazine staff. His ability in his own particular field has been recognized by the authorities in the business, and he was vice-president of the New England Poster Advertising Association when he withdrew from the business.

With the filing of Mr. Mozart's resignation, Mr. Fiske was induced to become a candidate for the position, and he was selected.

Mr. Fiske is a member of the various Masonic fraternities of the city, and has been an active member of the Board of Trade for twelve years.

Exhibit of Balances

FRANK E. WILLIAMSON, *City Auditor*

The monthly statement of the city auditor to November 1 shows the net debt of the city to be $6,596,065.39, an increase of $409,316.88 over the same period of the year in 1911.

Loans authorized to date total $898,000 for the year.

Bonds maturing in 1912 total $546,000.

Draft for October bills amounted to $856,438.84.

Total amount expended in fiscal year to November 1, $4,676,978.36.

Balances of fiscal year unexpended, $805,525.73.

Worcester Quotations

Furnished by Thompson, Towle & Company
Worcester, Mass., Nov. 20, 1912

BANKS.

	Bid	Asked
Mechanics National Bank	170	
Merchants National Bank	195	200
Worcester National Bank	210	220
Worcester Trust Company	225	

RAILROAD STOCKS.

Boston & Albany	214½ last sale	
Boston & Maine common	98 last sale	
Boston & Worcester Elec. common	8½	10
Boston & Worcester Elec. pfd		50
Fitchburg preferred	120½ last sale	
New England Inv. & Sec. pfd	93	93½
New York, New Haven & Hartford	133½ last sale	
Norwich & Worcester pfd	202 last sale	
Providence & Worcester	276 last sale	
Worcester, Nashua & Rochester	150 last sale	
Worcester Railways & Investment	85	90

INDUSTRIAL STOCKS.

Crompton & Knowles pfd	145	155
Denholm & McKay pfd	100	102
Graton & Knight Mfg. common	125	130
Graton & Knight Mfg. pfd	116	118
Norcross Bros. Co. pfd		100
Reed-Prentice common	70	85
Reed-Prentice pfd	103	105
Royal Worcester Corset Co.	200	
United States Envelope common	100	101
United States Envelope pfd	117	118
Worcester Gas Light	300	305
Worcester Electric Light	295	300
Wright Wire Company common	102	
Wright Wire Company pfd	108	112

BONDS.

Amer. Writing Paper 1st 5s	89½ last sale	
Boston & Worcester St. Ry. 1st 4½s		98
Crompton & Knowles 1st 6s	4½% basis	
Crompton & Knowles deb. 6s	5% basis	
Marlboro & Westboro St. Ry. 1st 5s	90	95
United States Envelope 1st 5s	100	102
Worcester Cons. St. Ry. 1st 4½s		101½
Worcester & Marlboro St. Ry. 1st 5s	97	101
Worcester & Southbridge St. Ry. 1st 4½s	90	95

Building Operations for October

City	Cost Oct., 1912	Cost Oct., 1911	Per Cent. Gain	Per Cent. Loss
Akron	$490,845	$293,436	67	
Atlanta	2,115,267	335,403	530	
Baltimore	1,019,554	539,028	89	
Buffalo	1,616,000	916,000	76	
Chicago	8,745,600	8,785,700		
Cincinnati	798,625	2,624,970		69
Columbus	341,983	421,578		18
Denver	450,510	432,300	4	
Des Moines	255,809	112,860	117	
Detroit	2,544,005	1,522,649	67	
Duluth	178,785	237,555		24
Evansville	229,925	125,041	83	
Ft. Wayne	193,415	119,750	61	
Grand Rapids	218,092	403,933		46
Harrisburg	51,175	112,650		54
Hartford	608,505	471,705	29	
Kansas City	893,335	726,348	22	
Los Angeles	2,677,780	1,821,727	46	
Manchester	538,789	100,485	436	
Memphis	750,891	379,896	97	
Milwaukee	1,196,366	1,073,732	11	
Minneapolis	1,117,380	718,815	55	
Nashville	65,518	73,632		11
Newark	773,748	724,766	6	
New Haven	399,465	289,980	37	
New Orleans	187,632	142,357	31	
Norfolk	348,513	100,213	247	
New York	9,061,521	10,588,038		14
Oakland	836,169	621,907	34	
Omaha	225,365	363,480		37
Paterson	159,487	102,219	56	
Philadelphia	3,644,225	2,346,130	55	
Pittsburgh	797,999	2,136,670		62
Portland	1,068,780	1,690,980		37
Rochester	915,121	1,104,775		17
St. Paul	834,991	571,482	46	
Salt Lake City	209,476	173,700	20	
San Francisco	1,722,860	1,255,892	37	
Scranton	126,216	171,409		26
Shreveport	149,954	84,434	77	
Spokane	146,730	185,025		20
Wilkes Barre	281,104	171,252	64	
Worcester	741,509	547,532	35	
Total	$49,729,019	$45,721,324	8¾	

November Failures

Eight failures, involving liabilities of $34,777.82 and assets of $7667.90, occurred in Worcester County in November, according to figures furnished by O. C. Ansley, manager of the Worcester office of the R. G. Dun Co., commercial agency.

The November record for 1911 was five failures, with liabilities of $13,995 and assets of $8457.

Bankruptcy records for the same month in other recent years are:

1910—Failures, 7; liabilities, $63,515; assets, $4250.
1909—Failures, 10; liabilities, $165,574; assets, $94,270.
1908—Failures, 6; liabilities, $23,126; assets, $5146.
1907—Failures, 7; liabilities, $204,951; assets, $78,961.
1906—Failures, 11; liabilities, $55,857; assets, $43,662.

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Local Bank Clearings

Bank clearings in Worcester, for November, 1912, as reported from the Worcester Clearing House, show an increase of $347,686, over the same period for 1911.

The figures are: November, 1912, $10,654,018; November, 1911, $10,306,332.

Post Office Receipts

The receipts of the Worcester post office for the month ending November 30 show an increase of $1801.29 over the corresponding period in 1911.

Figures supplied by Postmaster James W. Hunt show the following comparisons: November, 1912, $39,826.10; November, 1911, $38,024.81.

Current Events

General

Nov. 1. Rev. Lewis Gouverneur Morris instituted as rector of All Saints' Church.

5. National election brings out record-breaking vote in Worcester. President Taft carries city by plurality of 4391, Governor Foss by 215.

Will of late Clara Barton filed for probate, disposes of estate of $20,000.

6. Edward W. Breed re-elected president at annual meeting of Worcester County Horticultural Society. Sum of $5500 appropriated for premiums.

8. Remodeled Worcester Club opened for inspection followed by reception.

11. W. W. Monroe elected instructor in pattern making at Worcester Polytechnic Institute.

Dr. John C. Berry, 128 Trowbridge Road, decorated by the Emperor of Japan with the Imperial Order of the Sacred Treasure of the Third Class.

13. Fourth annual conference on " Far and Near East " opens at Clark University with prominent Chinese leaders in attendance, and address by Mr. John Stuart Thomson.

Will of Harriet E., widow of Osgood Bradley, filed for probate in Springfield, provides $5000 for All Saints' Episcopal Church, $2000 to St. Matthew's Episcopal Church, $1000 to St. Mark's Parish.

Dr. Homer Gage elected medical inspector of State Mutual Life Assurance Co.

14. Class of one hundred initiated at fall ceremonial of Aletheia Grotto, M. O. V. P. E. R., at Worcester theatre, with many national officers present.

17. Charles I. Rice resigns as choir master at All Saints' Church after thirty years' service.

19. Rev. Charles Russell Carlin and Charles V. Bigler of School of Theology at Boston University engaged as assistants to Dr. Edward Payson Drew at Old South Church.

22. Dr. Thomas C. Carrigan elected James Whitford professor of law and dean of law school of Catholic University, Washington, D. C., and Peter J. McLaughlin elected associate professor of law, both Worcester men.

26. Report of New England Fair shows net profit of $1381.52 for four days' show of 1912.

City Affairs

Nov. 1. Franchise of Worcester & Providence Street Railway Co. forfeited through failure to post cash bond as guarantee for construction.

Monthly report of overseers of poor shows net expense of $685.42, revenue from scavenger department being $3428.37.

5. Elementary School Teachers' Association petitions School Committee for increase of $200 in teachers' salaries.

8. Worcester Broken Stone Co. offers to sell Adams Street property to city for $15,000.

11. City officials confer with officials of Worcester Consolidated Street Railway Co. relative to increasing power facilities within the city.

13. Tabulation of playground attendance for 1912 compiled by Supervisor W. Francis Hyde shows total of 278,902 for season.

Overseers of poor vote to buy motor truck for carrying produce, etc., at Home Farm.

15. Water Committee recommends orders for water pipe construction aggregating $6742.

18. Mayor O'Connell given unanimous renomination as candidate for mayor at Democratic caucus.

19. George M. Wright unanimous choice of Republicans for mayoral nomination; David A. Scott defeats Narcisse J. Lavigne for alderman-at-large nomination.

21. Alderman H. A. Wilber files order to have Precinct 4 of Ward 8 made into two precincts.

Committee on Legislative Matters recommends authority to city solicitor to petition Legislature to compel Consolidated Street Railway Co. to erect trolley waiting stations.

Committee on Fire Department tenders vote of thanks to Alderman James L. Harrop for interest in the department.

22. Alderman M. J. Comerford decides to run independently for re-election in Ward 3.

Twelfth annual concert and ball of fire department attracts 2400 people in Mechanics Hall.

25. Appointment of Sergt. Gustaf Fyrberg as lieutenant in the police force confirmed by aldermen.

29. Aldermen view site of proposed Diagonal Street between Madison Square and Washington Square.

Industrial

Nov. 4. Central Building Co. awarded contract to build addition to Boys' Trade School.

4. Edwin F. Miner Co. awarded $50,000 contract to erect new bank building for Taunton Savings Bank.

Field & Fielder Co. awarded contract for plumbing in Worcester Hospital for Communicable Diseases on low bid of $9150.

9. Henry K. Swincoe, former assistant superintendent of South Works of American Steel & Wire Co., made superintendent of Morgan Spring Co.

11. F. W. Mark gets $700,000 contract for twenty-five-story skyscraper in Birmingham, Ala.

12. W. H. Toner Co. gets plumbing contract for new auditorium building at Vassar College.

13. Edward Bates buys Ames Building at 225 and 227 Main Street, assessed value of property $13,500.

16. Worcester Polytechnic Institute buys thirteen acres of land adjoining institution from Harrison Bliss heirs, for further development of school.

18. Ernest D. Atkins, former superintendent of Blackstone Valley Division of Worcester Consolidated Street Railway Co., goes to Seattle to accept position with electrical construction company.

20. Critchley Machine Screw Co. buys Reed & Curtis Machine Screw Co.

E. J. Cross Co. awarded contract to build additions to Whittall carpet mills, to cost $8000 to $10,000.

Board of Trade starts active inquiry into coal situation, sending Albert C. Lorion to Pennsylvania.

22. Officials of U. S. Steel Corporation make semi-annual inspection of American Steel & Wire Co.

Fibre Finish Company takes over Newton Mfg. Co., and reorganizes with $125,000 capitalization.

30. Real estate exchange affected by which the Wyman & Gordon Co. transfers to Whitcomb-Blaisdell Machine Tool Co. property at Armory and Southgate Streets, and receives property at Gold Street and Gold Street Court. Whitcomb Company plans modern factory building on its newly acquired site.

Necrology

Nov. 14. Of pneumonia, at his home, 174 Pleasant Street, William Norton, proprietor of Hotel Carlyle, aged 45 years.

20. Of cystitis, at his home, 79 Elm Street, Dr. George E. Francis, 45 years a practicing physician, surgeon and business man; aged 74 years, 5 months and 21 days.

22. Of heart disease, at his home in London, Eng., Arthur C. Scott, Great Britain representative of The Norton Company, aged 42 years, 9 months and 25 days.

24. Of complication of diseases, at his home in Shrewsbury, Rev. Dr. George W. Phillips, first pastor of Plymouth Church, aged 76 years, 4 months and 19 days.

25. Of heart disease, in Shrewsbury, Henry M. Clemence, widely known auctioneer, aged 76 years, 2 months, 20 days.

26. Of heart disease, at his home, 4 Norwood Street, George A. Kendrick, widely known liveryman, aged 59 years, 6 months and 10 days.

Of heart disease, at Herbert Hall Hospital, J. Nelson Flagg, twenty-five years janitor of Mechanics Hall, aged 72 years, 6 months and 23 days.

28. Of heart disease, at home of John M. Thayer, 44 Harvard Street, Henry H. Thayer, widely known lawyer, aged 39 years and 3 days.

30. Of apoplexy, at his home, 475 Salisbury Street, George T. Foster, widely known farmer, aged 85 years and 8 months.

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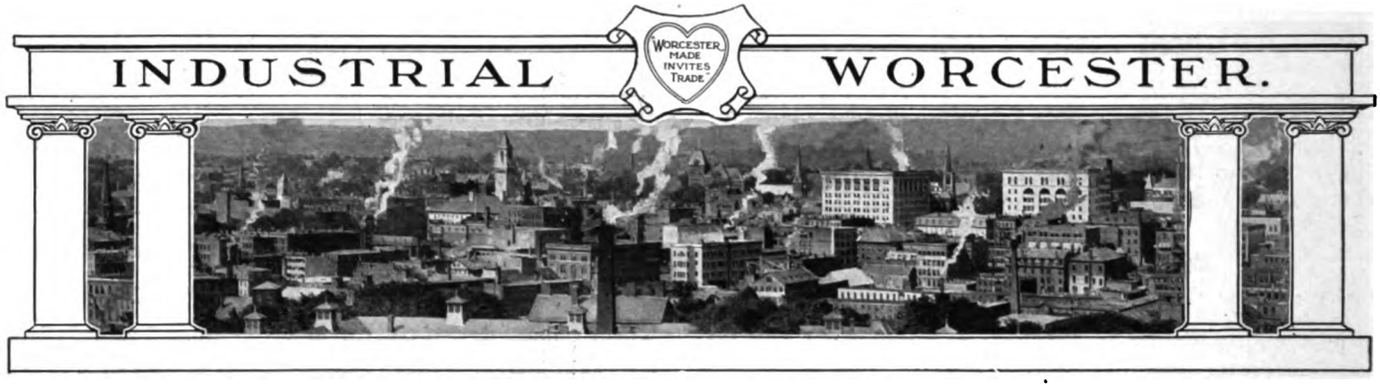


New American and National Express Building

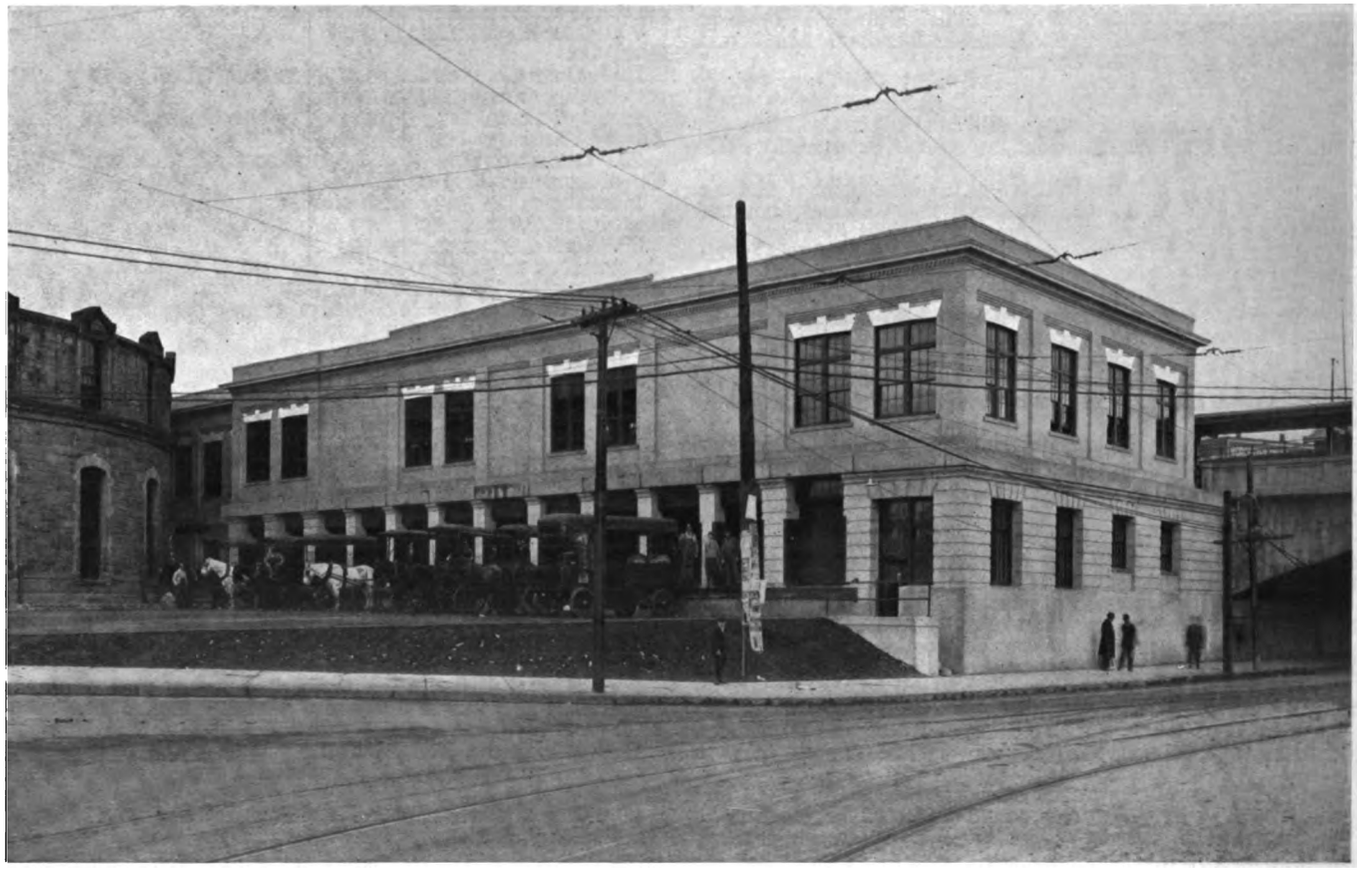
The new freight distributing station of the American and National Express Companies, which has been under construction several months at Washington Square, was formally turned over to its joint owners during the past month, giving Worcester one of the finest structures devoted exclusively to the handling of incoming and outgoing express possessed by any city in this country.

Located just across the Grafton Street arch and on the same level with the new Union Station, the building possesses in its proportionate degree all of the most modern ideas which characterize the $1,500,000 investment which the three trunk railroads have made about Washington Square alone. It was built by the Boston & Albany Railroad, being designed and laid out on paper at the time the general Washington Square plans were drawn, that it might conform in a general way to the development plan of the railroads in its entirety.

The building was constructed by the J. W. Bishop Company of this city at an expense of about $35,000. Ground for the foundation was broken early in May of this year and continued steadily until November 9th, when it was turned over to the American Express Company and put into immediate service.

The building is not intended in any way to become the general offices of the Worcester branches of the two companies. The uptown headquarters, where the bulk of the money order and other financial departments, together with a department for the receipt and delivery of express packages, has been located is to be maintained as in the past. Mr. Archibald McDermid, the local agent of the two companies, will also keep his offices in the uptown headquarters. In fact there is to be absolutely no change in the method of transacting business other than a marked improvement in the handling of all incoming and outgoing matter, made possible by this new building at Union Station.

The new structure is officially known as the "freight distributing station" of the express companies, and the need of such in this city has been argued by shippers and admitted by the express companies for the past few years. The one thing which held back construction of such a building was the state of affairs in regard to the abolition of the Southern grade crossings. Until that matter was definitely settled and plans to affect the removal of the grades definitely decided upon, the express companies were unable to make the much sought improvements. To promote the most efficient service and



THE NEW EXPRESS BUILDING, LOOKING SOUTHEAST FROM WASHINGTON SQUARE

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build sufficiently well to handle the natural increase in express shipments for a few years at least, it was essential that the distributing building should be set in the best possible location in the immediate vicinity of the proposed new Union Station. It necessarily had to have side track accommodations and a connecting platform on the level with the main line tracks of the railroads and, from an architectural standpoint, conform in a general way with the proposed new passenger station. None of these various essentials could be decided until the grade crossing problem was settled and satisfactory plans of bridges and grades agreed upon by the railroads, the commonwealth and the city. Furthermore, the actual construction of the building had to be postponed until the grade crossing abolition work had been advanced as far east as Washington Square and its surroundings—a matter of some three years.

Some idea of the need of this enlarged station for the express companies can be obtained from the fact that the new building contains approximately seven times the floor space of the old building occupied by the companies in the rear of the old Union passenger station. The old building set on a plot of ground 50 feet square. This new structure is 165 feet long and 53 feet wide and two stories high.

Naturally, Agent McDermid is highly pleased with the new building. Not only does he feel that he has as fine quarters as are located in any city this size in the country, but he also feels that he is now equipped to give Worcester the quickest and best express service possible to produce under modern methods.

The exterior of the new building is of gray faced brick with terra cotta trimmings. The foundation is of reinforced concrete, supporting steel trusses and frames which predominate throughout the building.

The arrangement of the various departments within the building is considered ideal by railroad men and shippers who have had opportunity to investigate.

The main entrance is reached directly from the Washington Square end of Grafton Street. It opens directly into a public receiving room, where patrons may transact all business pertaining to the shipping of packages out of Worcester. A public desk, supplied with writing materials and the various blank forms, is provided. The money department is also located on this end of the building, extending along the Grafton Street side. It is fitted with heavy iron partitions separating the room into compartments. Here are provided the cages and necessary desk facilities for the messengers and other employees handling money for the company.

On the extreme southerly end of the building are located the toilet rooms, fitted with all modern fixtures of the most approved sanitary type, and a rest room for employees. This latter room is fitted with four, neat, cot beds, and is designed to be used by the night messengers arriving on midnight trains and who are obliged to lay off in Worcester until the following morning. This convenience is a new feature for Worcester, and one which is thoroughly appreciated by the messengers.

The remainder of the first floor is used entirely as a department for the receiving of all outgoing matter from this city and for the sorting and distribution of all inward city matter. Twelve large receiving doors extend along the Washington Square side of the building, approached by a widely paved entrance of sufficient size to enable the loading or unloading of twelve of the largest express trucks at one time. The receiving floor, on a level with the floor of the trucks, further facilitates the excellent loading features.

The department for handling all outgoing packages is located on the westerly end of the receiving room. Here are located office booths and scales, permitting the most efficient service for the employees engaged in the weighing, marking and labeling of all outgoing matter. As soon as the goods are received they are weighed and labeled, without any unnecessary carrying here and there through the department. They are then placed on the proper trucks and taken a few feet away to the huge freight elevator and carried up to the second floor, which is on the same level with the tracks of the Boston & Albany Railroad.

The easterly end of the receiving department is devoted to the final sorting of all incoming city express. Here the packages are quickly grouped and loaded on trucks, ready to be sent to their final destination in Worcester.

The second floor has a department of corresponding size used almost exclusively for the distribution of all passing matter to and from trains of all the railroads which form a junction in Worcester. Huge truck loads of this passing matter to be transferred to another railroad, or another division of the same railroad, in this city, are constantly being pushed into this spacious room and are quickly sorted and packed on other trucks, ready to be sent out again when the proper train arrives.

On this floor are also located the depot agent's office, transfer clerk's room and a supply room.

Excellent light is also obtained on this floor, large windows extending along the Washington Square side, and pure white walls on all sides to further aid in the distribution of a maximum amount of natural light.

This feature could not be had on the lower floor, the huge steel doors making it necessary to do away with windows on the northerly side, and the grade crossing embankment preventing the same from the southerly side. However, two or more doors are constantly open, and the amount of light obtained through them is really remarkable.

The building is lighted throughout with electricity. It is heated by steam, the wall-pipe system from the power house in the rear of the old Union Station, which supplies heat for the new Union Station as well, being used. The heating pipes are protected on all floors by solid oak bumpers fastened to the floor with steel bolts.

Green and white are the predominating colors throughout the building, a five-foot green wainscoting surmounted with walls of flake white and ceilings of the same color being the color scheme.

The building is considered practically fireproof. The windows, cases and doors are of iron and steel, while the structure itself is topped with a gravel roof. The huge doors on the street level and those on the second floor, level with the railroad tracks, are of the roller steel type, and in case of emergency can be closed in an instant by simply pulling a chain.

In keeping with the general excellent arrangement of the station, the side track facilities are unexcelled. The building is furnished with a private siding sufficient to accommodate two cars' being located right at the doors of the loading and unloading departments. The central location of the building enables the two companies to also benefit by the Shrewsbury Street tracks, only a short distance away. On this track all shipments of live stock and carload lots can be handled conveniently, and yet be within calling distance of the express building itself.

All in all Agent McDermid has every reason to be proud of the new express building. No expense seems to have been spared to make the headquarters thoroughly modern in every particular, that the rapidity of handling express may, if possible, be further increased.

Worcester shippers are no happier with the completion of the building than Agent McDermid. Where the former have been waiting patiently for its completion, he has been waiting anxiously, that he might get settled in the new structure before the holiday rush commenced and demonstrate at that busiest season of the entire year what is possible to accomplish in the express business in Worcester with adequate facilities at his command.

Plans Large Storehouse

J. Russel Marble & Co. has taken over the old Buckley car shop at 1 Fay Street and plans $12,000 alterations and additions to convert the building into a modern storehouse for drugs, paints and oils.

The contract for the work has been awarded to John J. Power, and the building is planned to be ready for occupancy early in January.

The building was occupied for a number of years by the T. H. Buckley Lunch Wagon Co. and later by the Harris Car Co. The last occupant was John E. Mayhew, manufacturer of builders' finish.

The changes contemplated at the new warehouse will give the firm about 50 per cent. more space than it has in the present quarters, with a spur track at the doors. The track is to be built parallel with the buildings on the east side, while the west side will be used for delivery wagons. According to the terms of the contract part of the building must be ready for occupancy January 1 and the balance February 1. Mr. Power's employees began work at the buildings Monday, and will rush it through to completion.

The alterations and additions include the tearing down of the old boilerhouse, the 75-foot brick chimney, and the connecting building on Fay Street, through which the spur track will be constructed. An addition is to be built on the Grafton Street end of the building, which will be a two-story affair of wood, 68 by 47 feet, and will give the firm about all the storage room that it will need for some time.

The interior of the old building is to be remodeled, so that the floor will be on a level with the shipping platforms. When completed the entire building will be about 300 feet long, and will have a storage capacity of over 20,000 square feet of floor space.

Addition for Whittall Plant

Matthew J. Whittall, carpet manufacturer, plans an addition to his present extensive group of factory buildings, and the construction of a new building.

The plans, prepared by Frost & Chamberlain, call for an outlay of between $8000 and $10,000.

The new building will be two stories high, 25 by 35 feet, of brick, and will be used for machine dyeing.

The second floor will be of reinforced concrete in order to carry the heavy machinery. It will be separate from the other buildings, but near the dye plant.

The addition is to be attached to the present Number 3 dyeing mill, and will be of the same material as the other new building.

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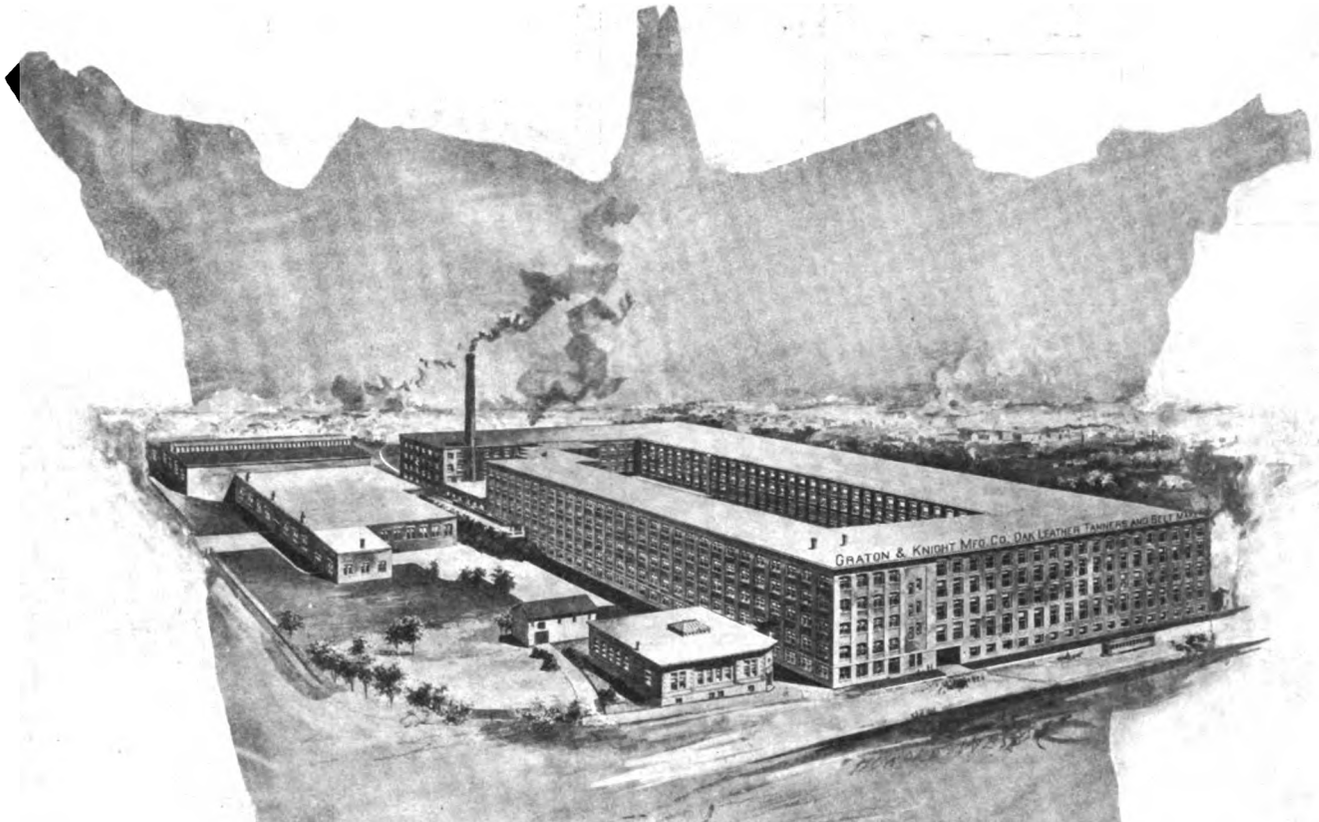

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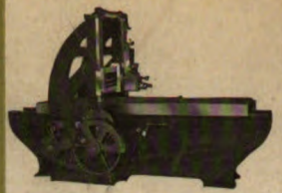

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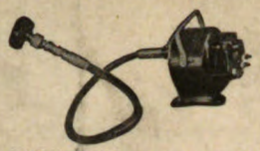

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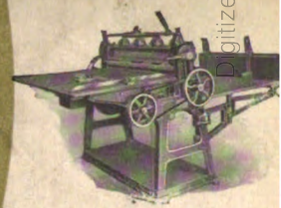

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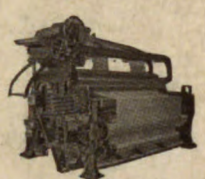

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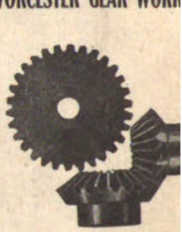

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